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FRONTIN'



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JOHN COLLEY

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EDITOR: Elliott Roberts
pvw@unity-media.com
DEPUTY EDITOR: David Kennedy
dkennedy@unity-media.com
AD MANAGER: Sarah 'Churchy' Halls
shalls@unity-media.com

BADLY DUBBED

If there's one thing I've learnt whilst working on *PVW* for the last eight years (eight years to the issue as it turns out, what am I doing with my life?!), it's that you have to be pretty thick-skinned when it comes to dealing with criticism towards the mag. I'm sure Elliott would share that sentiment too. Hell, he's been here for over 16 years now, so his skin must be almost rhino-esque in its thickness. It's not that we don't take criticism seriously of course. The criticism that matters, yeah fine, we'll take that on board and try to do better, hand on hearts pinky-promise.

But the other kind of verbal jabs? The ones that make you sit back and think, 'wait, what?' Those are the ones that can wind you up if you're not careful. It's only natural when the mag is such an all-encompassing, 24/7, 365 days-a-year gig. There's no innovation in the scene these days' you'll read one day, 'to get on cover of *PVW* you have to spend a million pounds on your car, it's not like the old days', the next in some random Facebook comment feed. Or one of our all-time favourites: '*PVW* doesn't feature any performance cars'. I'm sorry, all three are just straight up bull but the last one? Please. We often wonder if the people trotting out the same old tired complaints have actually seen a copy of the mag in the last few years? No performance cars in the mag? Nope, absolutely none at all. Except for the insane 1200bhp drag racing Jetta on the cover



of this one, Tanner Foust's 900bhp V8 drift Passat last month, the mid-engined V8-powered Mk1 back in April, the list goes on and on. In fact, it's no lie when we say that the vast majority of cars featured these days have some pretty hardcore engine setups going on. In fact, most of the time it's a prerequisite to being considered for a feature in the first place! No performance cars? Come on. And as for the worn-out lack of innovation or rose-tinted ideas about budget lines? As if cover cars five or ten years ago were cheap! It's all relative isn't it.

Take a look at a show report from 1999, most of the cars look the similar to each other don't they? Styles evolve, tastes change and people come and go, but there is no denying the VW scene is as varied, as interesting and as good at pushing boundaries as it has ever been, you just need to know where to look, what

to ignore and what to focus on.

On a more positive note, one way we've been evolving the mag over the last few years is to include more Audi content regularly. And we're thrilled to say that it's gone down so well with both readers and advertisers alike that we figured it was time for the world's biggest and best selling VW tuning mag (just to trot that line out again), to release a special Audi bookazine containing some of the best Audi features from the last few years of *PVW*, just to show how it should be done. *Ultimate Audi* is on sale now in WHSmith and in our online store. If you like Audis, you should definitely pick up a copy, #supportprintmedia and all that...

DAVID KENNEDY
DEPUTY EDITOR

SUB EDITORS: Christian Shelton, Rachael Willson
SENIOR DESIGNER: Aaron Batson
DESIGNERS: Dave Powney, Alex Sowa
PRODUCTION MANAGER: Jo Claydon-Smith
REPROGRAPHIC CONTROLLER: Marion Jenkins
RETOUCHER: Laurence Green
FINANCIAL DIRECTOR: Helen Lawson
EXECUTIVE PA: Sandra Baldock
CONTRIBUTORS: Mick Clements, Louise Woodhams, Neil Hunt, Tony Saggi, Joel Newman
PHOTOGRAPHERS: John Colley, Dean Smith, Seb Moi, Vitek Trojann and Joey Gordon, Marcus at CGFilm.tv, Si Gray, Anna Taylor, Rick Di Corpo, Rodolfo Lamaestra, Alex Bucur
EDITORIAL, ADVERTISING & SUBSCRIPTIONS
Performance VW, Unity Media plc, Becket House, Vestry Road, Sevenoaks, Kent, TN14 5EJ, England
TEL: 01732 748000
FAX: 01732 748001
Editorial email: pvw@unity-media.com
Ad sales email: shalls@unity-media.com
Ad production email: lwhite@unity-media.com
Web: www.performancevwmag.com

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The month of May only means one thing for VW enthusiasts across Europe and that thing is Wörthersee. Do we really need to say anymore? Oh, we do. Let's get started then...

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We don't venture 'up North' for many people, but when the friendly folk at PSI Tuning recently invited us up for tea and doughnuts we could hardly say no.

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Martyn Pugh reckons: "If VW made a Caddy GTI, this would be it." We'd argue what he's created is way better...

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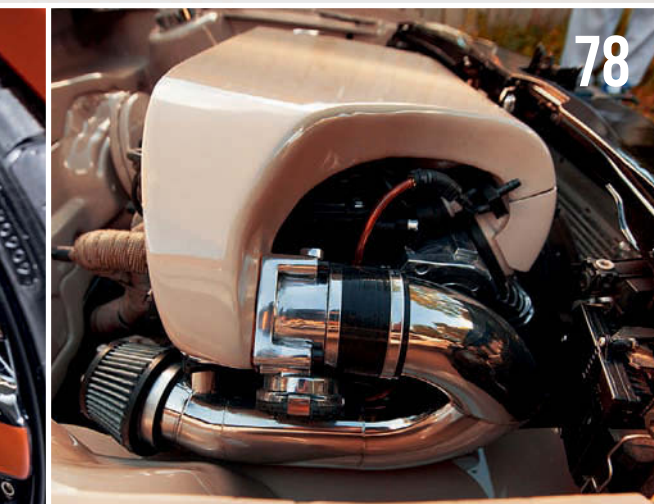
Bit of a cheesy title, sure, but Walter Henkels has built himself a Mk5 that's purer and cleaner than anything a certain Albuquerque-based science teacher could have cooked up.

78 HOT DAWG

Looking to take home the top prize in Top Dawg at H2O International this summer? Take a lesson from Davide Scarsini's Mk4 here, this is how you do it.

92 DAPPER LAUGHS

It's no wonder people are envious of Dapper founder, Rodolfo Lamaestra – the guy appears to be living the dream. It all revolves around a deep love of cars though, he claims. We pry a little deeper...



GIVEAWAYS



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It's a sign of the sheer scale and good health of the VW fraternity that there are so many diverse ways of doing the things you love in a VW. Out there, away from the mainstream VW shows, there is a band of brothers (and sisters) who have worked their way through the quarter-mile sprints at VW shows, which has given them an appetite for the adrenaline of track days and drag racing. So, for those frustrated with the coverage given to extreme stanced and cambered show cars that seem incapable of spinning a wheel in anger, meet the antidote in the form of Lee Ross' pro drag spec 1200bhp Mk2 Jetta Coupé.

Lee has been at all the same shows as us for the best part of two decades and built several cars that have balanced show and go. His Jetta,

however, is built purely for go. It's also probably the most evil-looking car we've ever featured on a PVW cover: "I've been told it looks like Darth Vader's daily driver," says Lee with a smile on his face. But the smile sums Lee up – he has a bad intentions car, built for one job in life, to crush you on the strip, so the 'G4Y VW' plate is his own twist to mess with your head.

After being a regular at most domestic and European shows, including Wörthersee, Lee realised he preferred meets with the opportunity to race, rather than a beauty pageant in a field. So, to take part in those races, he had a Mk2 Golf with a turbocharged G60 setup followed by a legendary lightweight Vento, packing a supercharged and nitrous-equipped VR6 that pushed 500bhp and ran low 11-second

quarter-miles in VWDRRC sprint classes.

So, we can begin to understand why he's done it, but why do it to a Jetta? "I've always liked booted VWs, like the Vento and Bora," he tells us. "Plus the weight distribution is more favourable than a hatchback."

Rewind to March 2012, when Lee bought the shell of a two-door LHD Jetta 'coupé' in Staines. It was a significant find because it came with an Andy Robinson Race Cars roll-cage: "The cage was worth more than the car, so it was a cheaper option than starting from scratch!" As with many monster projects, Lee's initial plans for the car were relatively simple: "It was just going to be a Cup Racer-style weekend playabout. I was going to keep the supercharged VR6 from my Vento and use it for

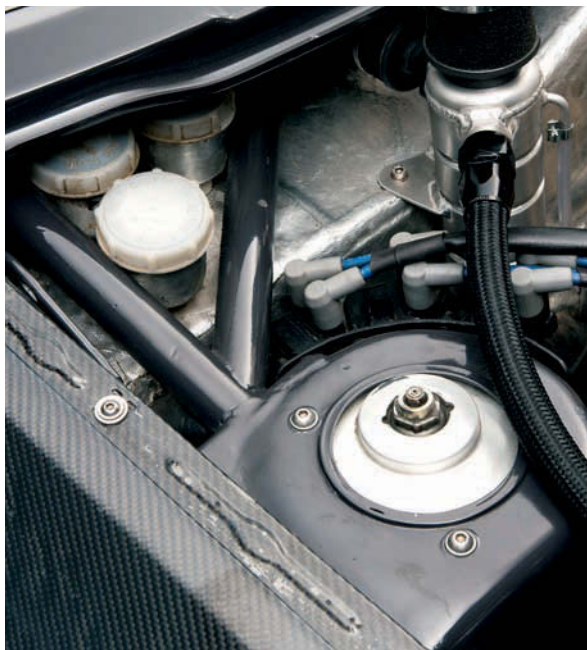


FRONTIN'

There are some that say any more than 300bhp through the front wheels is just plain silly. Imagine what they'll make of the 1200bhp Mk2 Jetta Coupé Lee Ross recently finished building then...

Words: Mick Clements Photos: John Colley





Right: Remote reservoirs are tucked under scuttle
Below: We've seen some intricate piping but this is about as extreme as it gets



a bit of dragging, to get into the tens and still keep it road legal whilst also being good for track days." With the Vento's powerplant, Gemini gearbox and Peloquin diff ready to be swapped in and wrapped in bulging Berg kit, breaking cover in summer 2012 was entirely do-able.

But a rocket was lit when Lee was in conversation with an experienced drag racer from the Japanese fraternity, who reckoned there were no fast VWs around, and that Lee would "need to spend to contend". Lee wouldn't give the guy the satisfaction of that being his sole motivation, but it did move his thinking on from keeping the supercharged VR6.

Lee was now thinking of switching to a turbo to charge the air through the low compression 2.8-litre VR6 and focusing more on the quarter-mile. A healthy 400bhp plus a 200bhp nitrous blast for 600bhp to deliver runs in the ten-second bracket were realistic targets. It would mean serious power, with only just flickering on the bat sh*t crazy scale...

Then along came the 3.2-litre 24v V6



powerplant from a VW Touraeg (essentially an R32 spec engine). Lee was convinced the newer engine would be stronger and flow more air with its 24 valves. With strengthened internals (rods and pistons) the new engine was almost completely built when Lee sourced the first of three turbos, a GTX35. This was then upgraded to a GTX4294R two years ago, sourced from Glenn Robinson, but before this was fired up, Lee went back to Glenn for the higher spec GTX4202R (rated as good for 1200bhp) currently in situ under the bonnet.

Lee was stockpiling parts as the spec grew with his ambition. But as he upped the ante, the next weak link in the chain needed to be engineered out. You don't need to be Sherlock to figure out ratcheting engine power upwards by over 500bhp was going to stress-test the strength limit of any transmission, and be futile if the gear ratios were not optimised for the speeds the Jetta needed to be hitting for single-digit quarter-mile runs. And so the six-speed VW Motorsport 'box and Peloquin diff were sold on

and a fit-for-purpose setup was ordered from Mario Thau at Hidden Power in Germany.

Mario is a man who knows how to get the power down; his Mk4 Polo VR6 turbo has notched an impressive 8.7-second quarter-mile. The PAR four-speed auto drag 'box is geared for a max speed of 186mph at 9000rpm and the Wavetrack differential should ensure the engine and fat slicks operate in close harmony.

Whilst Lee had started to build, and rebuild, the evolving engine and was confident in his abilities, he ultimately preferred to trust the skills of those who build high spec engines like this for a living. In 2013 he hooked up with JP at JNL Racing: "We had a long chat over numerous cups of tea, discussing options for the power I wanted, including valves and springs, to keep the engine strong," he says. "I bought all the parts I needed and left the engine with JP for a couple of months. There was no rush as I was still sorting the body mods." Lee also sensibly imported Carillo titanium rods directly from the USA ready for the fresh rebuild.

At the same time, Lee supplied the turbo and his specification to James at G-R Performance for fabrication of the custom exhaust manifold and 4" exhaust which runs through the car and exits through the bonnet. It looks (and sounds) incredible and Lee describes it as "a work of art". Whilst the average boy racer can't wait to strap on a giant tailpipe to show he's a man to be feared, Lee can just smile and point at his stubby protrusion; the tailpipe barely poking through the bonnet in front of the windscreen. There's nothing stealthy when the engine roars into life though.

To progress the substantial body modifications and aid fabrication of the pipework and ancillaries, Lee borrowed an R32 engine from fellow York VW nut Paul Horrocks, to use as a mock up whilst the cutting and grinding took place around it. Lee cracked on with cutting out the bulkhead and floor. The new bulkhead was all steel, with the servo sacrificed in favour of routing the chargecooler alloy pipework, some of which runs through the car. He welded in a



custom floor section with floor-mounted OPM pedal box. With the seat moved further back, Lee felt like a munchkin trying to reach the pedals until fine tuning of seat frames and pedal positions were sorted. The new alloy rear floor was raised, as was the transmission tunnel and it was starting to resemble a car again.

In addition to massive bhp, Lee tackled the power-to-weight ratio from the opposite end with weight reduction, such as Lexan plastic windows and carbon fibre panels. He also decided to fit a carbon roof skin. He couldn't find an off-the-shelf carbon skin for a Jetta, so he gel-coated the roof and fibreglassed it in order to make a mould. The steel roof weighed 9kg and the carbon replacement is only 1.5kg! Furthermore, with the roof off, it was an opportune time to transport the car back to Andy Robinson Race Cars in Basingstoke to upgrade the roll-cage to 12-points for maximum safety.

Lee fabricated a carbon tailgate using the same process, but was able to reuse a carbon bonnet he already had. The inner door skin liners were removed and final prep work was completed before Lee trailered the shell to Glenn Robinson for painting inside and out in

Porsche RS grey. He was impressed with the quality of the job and set about completing the final panels, bumpers and trims.

Bear in mind this was spring 2013, and with the engine rebuild underway and the shell good to go there was still a chance of using the car in anger and racing that season...

With the Jetta semi-complete he took it to GTI International and displayed it on HR Engineering's stand where it looked intact from the outside. Although Lee had initially smoothed some bumpers and fitted Berg Cup arches he wasn't happy with how it looked and so he painstakingly produced his own mould for HR Engineering to make the smoothed front bumper. The arches had been reworked too, to fit over the powdercoated black 10x26" Weld Pro drag wheels.

This constant fettling and revisiting is a recurring theme of the whole project. "I'm a perfectionist," Lee acknowledges. "I don't like thinking something's rubbish and I constantly change my mind. It's my own fault that this car has been built three times."

At Inters, the Jetta was very much a work-in-progress under the bonnet. It had the mule



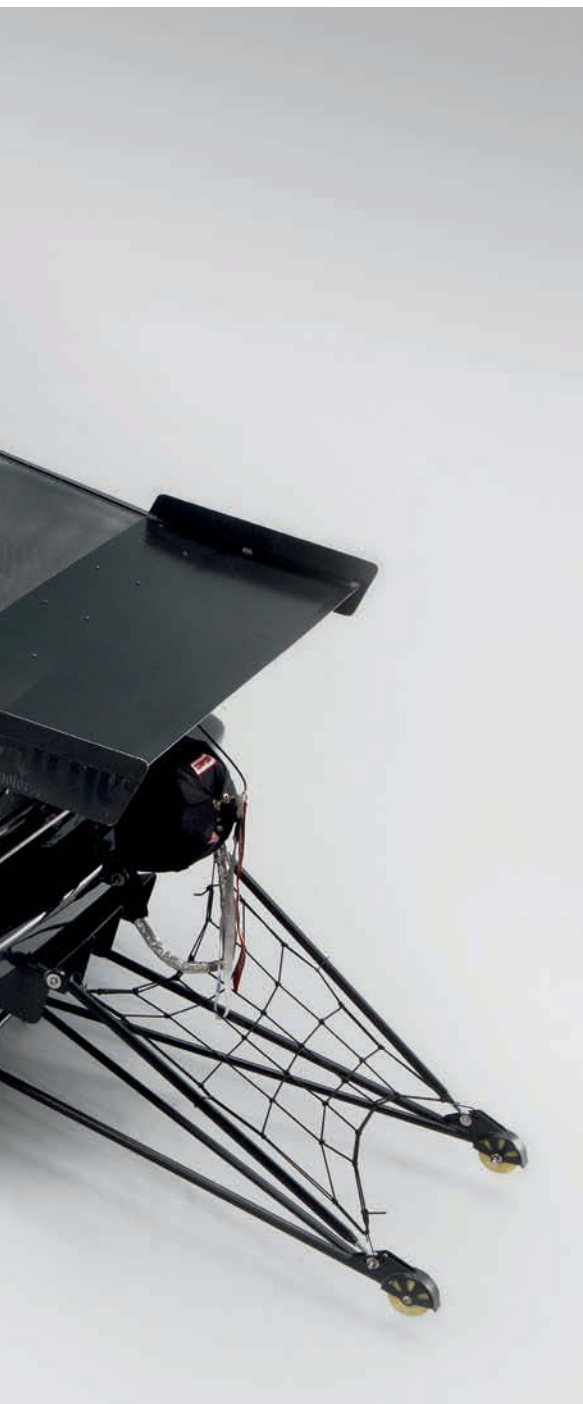
“IT WAS MENTAL. I CAN'T
REMEMBER DRIVING IT,
JUST HOLDING ON!
”

engine, manifold and second turbo (GTX4294R) in place, but needed a radiator, chargecooler and various tanks. It was there that Pete Miles from Forge Motorsport took an interest in the car and subsequently worked closely with Lee in developing and supplying the key ancillaries.

Forge supplied the radiator and oil cooler first, before complementing things further with a chargecooler tank, oil return tanks, header tank and fuel tank. Lee is really pleased with the Forge products: "I'm most appreciative of the support from Forge, the team have been awesome and I can't thank Pete enough."

With the rebuilt engine back from JNL Racing, two key components were still missing – an ECU and sequential gear shifter. The shifter came from SQS, which Lee fitted with Bowden shifter cables. With a Sparco race seat and six-point harnesses, TT dashboard and trick Race Technology Dash2 instruments in place, the stripped interior was just about there.

For the standalone ECU, Lee had spoken to a few different companies before deciding that Chris at EFI Parts in Runcorn was the man to trust. Chris recommended an Adaptronic 440, which can interface with everything on the car



While the roof skin was removed for carbon fibre replacement, the car went back to Andy Robinson for cage to be upgraded to a 12-point item

from the instrument pod to traction control and boost control and is fully mappable. With the ECU sorted and a basic map to get the engine running, Lee decided on one final engine upgrade to match the higher output GTX4202R turbo. The engine went back once again to JP at JNL Racing for a bottom end rebuild. After speaking to more people in the know, he had a VR6 forged R30 crank fitted as these are believed to be stronger and more durable than the 3.2-litre crank.

The project stalled for a while at this point due to various issues but towards the end of 2014 the pace picked up again with the fully sorted engine installed and yet more 'final touches' to the bodywork from Lee. He set about fabricating the front bumper, arches and grille panel in carbon. This involved an intricate process using the tops of the original wings as a guide and then building the arches out with fibreglass to form his mould for the arches. The front bumper mould was made from an aftermarket R32 front bumper, which he cut, shaped and filled out to get the lines he wanted to flow the air around the three-box shape (and not just look bad ass).

With the engine reinstalled and a bigger turbo in place, Lee put some running-in miles on it (on a private road of course) and early impressions were positive: "It left black lines everywhere!" Then he returned to EFI Parts for the proper ECU mapping to commence. Running with 2bar boost, 960bhp at the flywheel was recorded. With the boost increased to 3bar, an immense 1100bhp was delivered. With a +100bhp shot of nitrous this is good for 1200bhp on the track.

With these big numbers, the Jetta was lighting up the rollers. But how did it feel on the track? Lee has a massive smile when he recalls the first time he properly launched it: "It was mental. I was scared sh*tless. I can't remember driving it, just holding on!" With 2bar boost, at the Big Bang at Santa Pod his quarter-mile terminal speeds crept up to 156mph. Thankfully the

parachute and long run off area at Santa Pod helped bring the car to a halt. The traction bars aren't there to prevent wheelies, but help to reduce front end lift and improve traction in FWD cars.

This feature could easily be three times as long to cover the epic spec in fine detail, but one that made us smile was that Lee still turns the original Jetta key in the ignition barrel. Which, along with the steering column, is about the only original part of the car left.

Despite his racing credentials, Lee still enjoys the VW scene and he trailered the Jetta to the season opener at Ultimate Dubs in March this year. "Many people didn't realise it was the same car. It looks so mean now. You can only really tell from the rear spoiler. It's evolved from a track to full-on drag car," he smiles. He was stunned by the overwhelming and enthusiastic reception he received from the whole spectrum of the VW family. It also scooped a couple of trophies, including Best Engine at UD.

Lee has set the highest standards to deliver his ever-evolving goal, otherwise he could have been racing it two years now. But he wanted to be 100% happy, or as close to 100% happy that builders of monster projects ever get, as cars like this are never 'finished', they are always evolving. Lee is understandably proud. Knackered and skint... but proud. "It's been all my own work," he says. "My blood, sweat and tears, and no money for three years! The feedback I've had has been nice. I've got a few events coming up now to hopefully get down into the eight-second bracket."

The Jetta has been three years coming and so we bagged the photos just as Lee got it over the line running in anger and in those final stages of development that can only be achieved while being run competitively. With more time behind the wheel and final development work, particularly the launch control, Lee will be dialling in higher boost to make a serious assault on FWD quarter-mile records this summer. Watch out for him! ●

Other than the Porsche grey paint, nothing about this car is subtle. If Darth Vader drove a Dub...



DUB DETAILS

ENGINE: 3.2-litre 24v V6 Touareg block and head. JE pistons with 8.5:1 compression ratio, Eurospec R30 forged crank, Carrillo titanium rods, Racewear head studs, ARP main studs with custom girdle, 034 Motorsport rod and main bearings, ARP main studs, Race Wear head studs, metal head gasket, Ferrara valves and seats, Supertec camaro valve springs with titanium collets and top caps and forged roller cam lifters. Fully gas flowed head. Engine built by JNL Racing. Camshafts by Cat Cams. Inlet: 292° at 0.1mm/ 246° at 1.0mm/12.50mm/2.59mm at 110°/vc 0.250mm. Exhaust: 274° at 0.1mm/230° at 1.0mm/11.25mm/0.93mm at -120°/vc 0.300mm – duration data with indicated clearance, TDC data with zero clearance. 9000rpm. Garrett GTX4202R dual ball bearing turbo 1.15 Ar with 76mm inducer compressor (1200bhp capability), Siemens 2400cc injectors with AEM pro fuel pressure regulator, all Teflon/PTFE fuel lines and billet fittings, uses VP C85 ethanol race fuel, 2 x Precision 46mm wastegates with floor screamers, fully custom turbo manifold with separate EGT probes by G-R Performance, including 4" out-of-bonnet exhaust with ER and AEM wideband lambda sensor, 4" throttle body and alloy boost pipes, Ross Racing log inlet manifold, charge cooler with dry ice box, all-alloy fabrication done by Forge Motorsport, nitrous kit with Max Extreme 2 race controller from Wizard of NOS, Adaptronic 440 ECU with CD500 coil booster and Autronic coil packs (wasted spark). Incorporating traction control: launch control and NOS boost control, boost per gear and speed sensor, setup and mapped by EFI Parts, four-speed drag box with PAR Cryogenic dog gears from Hidden Power, Wavetrac diff with ARP Pro bolts, SQS sequential shifter, Clutch Masters twin-plate clutch with custom flywheel, driveshafts from the Driveshaft Shop, USA rated at 1400bhp

CHASSIS: Weld Pro wheels (10x15" front, 4x15" rear) fitted with Mickey Thompson M/T drag slick tyres (fronts: 26.0/10.0x15", rears: 24.0/4.5 x15"), front rose jointed bottom arms with traction bar, rear traction bars with nylon wheels and custom holders. Brakes: Simpson parachute, stock Mk3 Golf VR6 callipers with drilled and grooved discs to clear the wheels, KW Clubsport R

struts with 1400lb rated front springs, 700lb rears

OUTSIDE: Carbon fibre bonnet with exhaust cut out. Custom front bumper, custom wings, custom light delete panel, roof, boot and rear diffuser, carbon fibre front wings and bumper fabricated by the owner, custom raised transmission tunnel and rear floor, Lexan plastic windows, shell, doors and interior painted Porsche RS grey by Glenn Robinson.

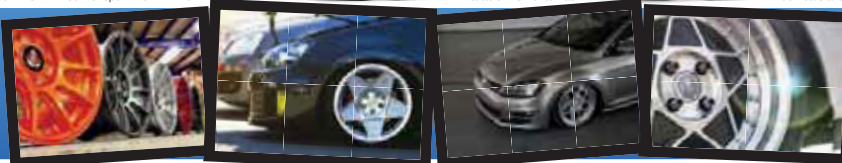
INSIDE: Full 12-point Andy Robinson Racing Cars roll-cage, TRS six-point harness. Sparco Pro Race seat, race net, Audi TT flocked dash, Race Technology Dash2 instrument pod, EFI Parts custom data logger, nitrous bottle heater and nitrous electric pressure sensor, SQS four-speed electric assisted sequential shifter with custom Bowden cables, hydraulic handbrake with launch control built in, OPB floor mounted pedal box on custom floor mount, parachute handle, custom centre console in carbon fibre

SHOUT: My sponsors Pete and the lads at Forge Motorsport for all the awesomeness and the fantastic custom parts on the car (www.forgemotorsport.co.uk), EFIParts – Chris aka Scoff is an awesome remapper, I would say one of the best in the UK and a true gent (www.efi-parts.co.uk), Clutchmasters for the clutch and custom flywheel (www.clutchmasters.com), G-R Performance for the awesome manifold and bonnet exhaust (www.g-rperformance.co.uk), Trackstuff for the lovely VP C85 race fuel (www.trackstuff.co.uk), Neil and the lads at Yorkshire Hydraulics for their help and for never letting me pay for the fittings and custom pipes (www.yorkshirehydraulicsltd.co.uk), Mario Thau at Hidden Power (www.hpower.de), JP at JNL Racing (www.jnlracing.com), Andy Robinson for the roll-cage (www.robinson-race.cars.co.uk), HR Engineering (www.hrengineering.net), Cat Cams (www.catcams.co.uk), Paul Horrocks for the general support, words of wisdom and the loan of the trailer! My biggest thanks has to go to my biggest sponsor, my wife, for putting up with me being in the garage every spare waking minute for the past three years





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15 x 7.5" £539
4 Stud fittings only

▲ LENZO BSX (Silver / Black / White / Red / Gold - all with Polished Rim)
15" FROM £399 16" FROM £459 17" ON OFFER FROM £459
Wider rear wheels available on selected colours and sizes

▲ LENZO KZA
15 x 8.0" £392
4 Stud Only

▲ DARE LP-5
18" £429 19" £525
Available in Matt Black Silver/Polished Face

▲ DARE NK1
18" £455 19" £729
Also available in Gunmetal/Polished Face

▲ LENZO RS-5
15" £348 16" £402 17" £455
Various colours available

▲ LENZO SPEC-B
17" £455 4 Stud Only

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15" £348 17" £455
4 Stud Only

▲ LENZO D1-R
15" £377 17" £541 19" £695
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▲ AXE EX15
18" £486 19" £614 20" £698
Wider rear wheels available

▲ AXE EX18
18" £486 19" £614
Comes in Silver or Matt Black/Polished Face

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FREE FITTING KIT

With every set of wheels we supply a fitting kit free of charge - includes Wheel Bolts/Nuts and Spigot Rings if required

▲ AXE CS LITE
15" FROM £532
Superb choice for modern day VAG's

▲ AXE EX1
15" £456 19" £554
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▲ AXE EX2
15" £305 Deep, euro & wide, the perfect recipe!

▲ AXE EX10
18" £486 Optional wider rear 4 colours available...

▲ AXE EX2
15 x 7.5" £305
The ultimate retro wheel

▲ AXE EX12
18" FROM £486
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18" FROM £594 Hyper Silver or Hyper Black only (not pictured - viewable online)

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We offer 3 different finance packages giving you the option to pay for your order over 12 Months, 24 Months or 36 Months. Applicants must be over 18 years of age and in Full-Time employment. Subject to credit approval. Minimum 10% Deposit Required - APR 19.5%



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14" £260 15" £299 16" £339 17" £369

▲ FOX FX004
14" £260 15" £299 16" £339 17" £369 18" £419

▲ FOX FX005
15" £299 16" £339 17" £369 18" £419
Wider rear wheels available

▲ FOX MS005
19" £499

▲ FOX MS006
14" £260 15" £299 16" £339 17" £369 18" £419

▲ FOX MS007
17" £369 18" £419 19" FROM £499

▲ RIVA DTM
17" £395 18" £439
Available in Silver or Gloss Black

▲ RIVA AYS
16" £399 17" £395 18" £439

▲ CALIBRE FRICTION
17" £388 18" £491 19" £572
Features BLUE milled spokes

▲ CALIBRE CC-S
18" £507 19" £609
Super Concave!

▲ CALIBRE VINTAGE
16" £442 17" FROM £444 18" FROM £507
Comes in Silver, Black or Gold with Polished Rim

▲ CALIBRE PRO-7
15" £205 17" £374
Lightweight motorsport styling.

▲ CALIBRE ASKARI
17" £388 18" £474

▲ CALIBRE ECLIPSE
15" £326 16" £357
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▲ CALIBRE RETRO-STAR
15" £351
4 Stud Only

▲ WOLFRACE SCORPIO
17" £362 18" £408
Classic 5 spoke design with a twist!

▲ WOLFRACE BAYERN
17" £410 18" £504
Also strong enough for Transporter T4's & T5's

▲ INOVIT FORCE
15" £281 16" £325 17" £368 18" £436 19" £533 20" £635

▲ INOVIT KE10
17" £359
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▲ INOVIT SPEEDY
19" £619
New concave design

▲ CALIBRE MOTION 2
15" £294 17" £374 18" £486
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▲ ZITO 935
18" £480 19" £616 19" £756
Various colours available

▲ TEAM DYNAMICS MONZA-R
15" £340 16" £398 17" £432 18" £512

▲ TEAM DYNAMICS PRO-RACE 3
15" FROM £443 17" FROM £555

▲ TEAM DYNAMICS IMOLA
17" £456 18" £528 19" £616

▲ TEAM DYNAMICS PRO-RACE 1.2
15" / 16" / 17" / 18"

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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



AIRREX AT THE PERFORMANCE COMPANY

Northampton-based tuning house The Performance Company has just announced that it is now the official UK distributor of AirREX air-suspension. While AirREX has been gaining momentum in the UK for a while now, the brand is absolutely massive in other parts of the world. Did you see all those Liberty Walk cars at Tokyo Auto Salon and SEMA? They use AirREX. In fact, a whole lot of people use AirREX products, thanks to the ISO-certified quality of AirREX products and an

incredibly broad fitment range that encompasses everything from a MINI to a Murciélago.

AirREX kits also boast struts with adjustable damping and ride height, often incorporating adjustable top mounts too. Possibly its best feature, however, is the pre-built box that contains the valve block, compressor, air tank and purge valve – a one stop boot build if you will. The AirREX control system is fully digital, wireless in operation and minutely adjustable from an intuitive, hand-held

commander unit. Using this unit, each corner can be controlled either individually, in pairs, or collectively. Ride heights can be configured at pre-set levels, while precise air spring pressures can be monitored from the commander unit's backlit TFT LCD screen. Put simply, fitting air-ride has never been easier, simpler or, thanks to plug 'n' play connections throughout, quicker. Want to learn more? Then check out www.theperformance.co or call 01933 685840.



WHAT'S NEW?



TARMAC WARRIOR

We've got good news for those out there who like simple, timeless, motorsport-inspired single-piece wheels. US wheel brand Fifteen52 has just announced the re-release of its awesome Tarmac wheel and the brand-new Turbomac. The Tarmac has not only been slightly redesigned with an additional Fifteen52 logo engraved on one wheel face and it is now also much lighter too, up to an incredible 2kg per size, while still

being just as strong. The Tarmac is available in sizes ranging from 8x17" to 9.5x19" in a range of offsets and four- and five-stud PCDs. UK prices start at £225 per wheel for an 8x17" and go up to £285 for the 9.5x19". The Turbomac was co-designed by a certain Mr Ken Block for the GymkhanaSix video and was inspired by his love of old-skool rally cars. The Turbomac comes in at 8x17" and 9x18", again in a range of four

and five-stud PCDs and VAG-friendly offsets with prices set at £225 per wheel for the 17" and £250 for the 18". Want a set? We bet you do... we know we do! Get yourself over to www.fifteen52.com or www.facebook.com/fifteen52 or find your nearest UK stockist. Word is, the UK importer has already got two containers full coming over so get your orders in now!



ROUND THE TWIST

VW Heritage has just dropped the news that it now has a range of steering wheels from Italian manufacturer Nardi. Heritage also stock a whole range of bosses so you can fit them to your car too. Nardi has been in business for over 70 years now, with its wheels fitted to everything from Rolls Royces to Ferraris so you know they're seriously well made bits of kit. Point your browser in the direction of www.vwheritage.com to find out more.



CAM GIRL

Sat nav leader Garmin has released what it says is a world-first: a sat nav system with an in-built dash cam on the other side to record any accidents you might get into.

The HD camera on the nüvicam is constantly working as you drive along, recording as it goes. The sat nav is top drawer too, with stuff like forward collision and lane departure warning systems. It costs £299.99 and you can find out more at www.garmin.com/nuvi



TESTING TIMES

Want to push your 2.0-litre TFSI-powered B7 A4 to the limits? Then you're probably going to want to do away with the restrictive OEM catalytic converter with APR's new high-flow test pipe system which allows your spent gasses to leave as easily as possible. Not that we could ever condone removing something that's meant to be there... It costs £274.99 and you can find out more at www.goapr.com or www.goapr.co.uk



GTE SPORT

VW always likes to bring out something special for Wörthersee and this year it was no different with the GTE Sport (above) and Golf GTI Clubsport concepts taking pride of place. The GTE Sport is powered by a 400PS plug-on hybrid system which, according to VW, will allow it to accelerate from 0 to 62mph in 4.3 seconds up to a top speed of 174mph. It's the styling that's really out there though, with radical lines being

the order of the day wherever you look... and yes, those are gullwing doors! The GTI Clubsport is a teaser for the production model in 2016 that will mark 40 years of the Golf GTI which will boast 265PS with, wait for it, a boost button that will unlock an extra 10% of power for a short time and motorsport-inspired new side sills, a spoiler, new bumpers and a rear diffuser to produce downforce. How trick is that?



STICKY RUBBER

Toyo has released details of its range of ultra-high performance tyres in new 16" sizes. The Proxes T1-R is a great fitment for an everyday tyre with great wet and dry performance, while the Proxes R888 is the classic road-legal semi-slick, with full EU approval and MoT legality of course. The new 16" sizes are 205/55, 225/50 and 245/45 with prices starting at around £50 each for the 205/55 T1-R. Go to www.toyo.co.uk for more.



AUDI TT CLUBSPORT

Look at this. Just look at it. How f**king cool is this? What it is, if you haven't figured it out, is the Audi TT Concept, or Audi TT Clubsport Turbo Concept to give it its catchy full name. It doesn't just look totally badass with its boxed-out arches, massive rear spoiler and radically different front and rear bumpers and grilles though, it's also a bit of a techno whiz-kid too. The 2.5-litre five-cylinder motor boasts 600PS and 650Nm and is fitted with an electric bi-turbo

setup... yep, an electric turbo! What that means is the turbo spools instantly, meaning throttle response is razor sharp and the turbo is much more effective at lower rpms, meaning the it can be designed to be more effective at higher rpms for more top end power. A gated manual shifter, on-board adjustable suspension and buckets complete what has to be the coolest concept car we've seen in a long time. Go on Audi, the tech is ready, you know you want to build it...



SUPER-TRONIC

APR is pleased to present the ultimate transmission control unit upgrade for the DL501 Gen 1, Gen 1.5 and Gen 2 S Tronic transmissions found in the B8 and B8.5. Raised shift points, adjustable launch controls, user definable up and downshifts, torque limits and temperature management safely altered and much more besides. You can find out more and get ordering over at www.goapr.com or www.goapr.co.uk

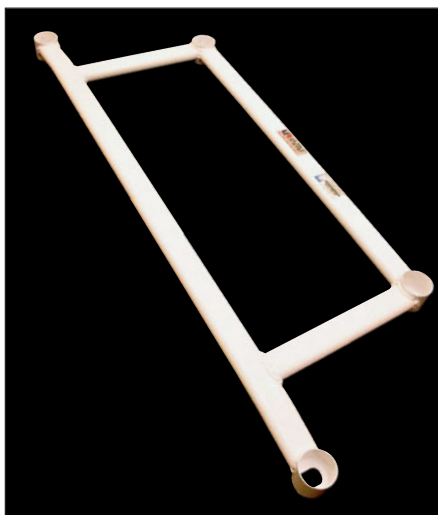
WHAT'S NEW?



COOL RUNNINGS

Forge Motorsport has released a comprehensive oil cooler kit for the 4.2-litre V8 RS4. This kit has been designed to address the weakness of the stock oil cooler, as the OEM cooler fitted to the RS4 by Audi is aluminium but the fittings on the ends of the cooler hoses are steel. The inevitable result is a slow oil leak that gets worse with age, and eventually ends in a catastrophic failure of the oil cooler lines, and if you are unlucky, the engine too. Forge's solution is a full replacement

system, right from the fitting on the engine block through 12 AN HoseTechnik black anodised aluminium fittings on HoseTechnik braided lines to a 19-row Setrab oil cooler, the same manufacturer that supplies Audi and several F1 teams. The cooler is supported on a laser cut and powdercoated frame that also holds the Audi fan control module in place. It's priced at £880.74 and www.forgemotorsport.co.uk is where you need to go to order yours.



ULTRA BRACED

Ultra Racing has released details of its stylish and effective lower front strut brace for the Mk5 and Mk6 platform. It is ideal for those owners looking to increase the torsional rigidity of their car, or make the chassis more efficient for fast road or track driving. Formed using a unique 'one-piece' steel construction, the Ultra Racing bar is far more rigid and effective than many 'flexible' or multi-piece designs. It comes in at £133.67, visit www.ultraracinguk.co.uk



FORGED IRON

The stock PCV system on the TFSI engine is quite fragile and over time, or when running lots of boost, the diaphragm inside can rip – not good! Forge's solution removes the PCV and links the two internal ports together which emulates what happens inside the stock PCV when the engine is on boost, but without any fragile components to break or split. It's a must for any TFSI engine and costs £78.86, log on to www.forgemotorsport.co.uk to find out more.



HEAD JOB

Clarion's new CZ505E head unit is just the thing if you're in the market for a single-din DAB unit and don't want to break the bank. It receives both FM and DAB radio, can play CDs and has a front-mounted USB and mini-jack ports for plug-and-play usage of iPhone, iPod and mobile music libraries. There's even built-in Bluetooth, with phone book access and audio streaming capabilities. It costs £169 and you can find out more at www.clarion.co.uk



MOUNTED FIRM

034Motorsport has just developed new engine mounts for the Mk5 and Mk6 platform. Manufactured from billet aluminium with high-durometer rubber for vastly improved performance and engine rigidity, it has better ride characteristics than Polyurethane alternatives. What's more, they are designed to be rebuildable with replaceable rubber bushings should you ever need to. Hand over \$375 at www.034motorsport.com to get yours.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



AUDI SPORT TT CUP

What you're looking at here are shots from the first round of the Audi Sport TT Cup, a new race series that will run alongside the DTM series this year over 12 rounds at six events. Now, we have to admit that we haven't been quite sold on the new Audi TT as a road car yet, perhaps it's because we are such big fans of the previous

generation's more curved lines compared to the new model's straighter, sharper lines, but the new race cars look awesome with its wider arches, front aero and rear spoiler. The racing version of the new Audi TT weighs just 1125 kilograms and delivers 310bhp from its 2.0-litre TFSI, and utilises a push-to-pass function to

boost that up 30bhp. The first round at the DTM Festival at the Hockenheimring has already taken place and was won by Austrian Marc Coleselli. Want to know more or, if you're in Germany, check out a round? Then keep an eye on www.audi-motorsport.com. Oh, and if you own a new TT... Sport TT Cup replica, now!



NÜRBURGRING 24HR

If you were near any social media channels in mid-May then you might have noticed that a little race called the Nürburgring 24 Hours went on because, well, everybody who is involved with, writing about or just interested in motorsport wouldn't stop talking about it! Well, it is pretty much the most extreme endurance race in the

world after all. Audi had only debuted its new R8 LMS GT3 race car ten weeks prior to the event, a car that is reported to be around 50% based on the production car. A lack of development time compared to rivals wasn't going to slow the Audi teams down though and after a thrilling race, where the lead changed a record-breaking

35 times in 24 hours, Audi Sport Team WRT with Christopher Mies/Nico Müller/Edward Sandström/Laurens Vanthoor (D/CH/S/B) was 4.0 seconds faster than the rival BMW Team Marc VDS to take first place – the third Nürburgring success for Audi in four years. Here's to next year's event!

COMPETITION



**WIN
ONE OF THREE**



HOSE KITS!



This month we've teamed up with silicone hoses expert, SamcoSport, to give you the chance to win one of three complete hose kits for your VW/Audi/SEAT or Skoda. You might not think there's much to hoses but as SamcoSport demonstrates (and you can read more about on page 98), the science of the silicone hose is not to be sniffed at. All SamcoSport hoses are made by hand in the UK and each hose is 100% visually inspected before it leaves the factory, which also boasts a permanently staffed laboratory, which is unique within the performance hose world, and was specifically set up for the testing and development of silicone hoses.

Where the VAG range is concerned, SamcoSport offers a wide range of kits, covering everything from the Mk1 GTI and SEAT Ibiza 16v to the Mk2 Audi TT and Skoda Octavia. For our prize this month, we're letting you pick any VAG hose kit you like from the SamcoSport website, nothing custom mind, just the off-the-shelf kits, in any colour you like, and three of you have the chance to win this month. To be in with a chance of winning simply answer the question below (you can find the answer on the SamcoSport website) ●



HOW TO ENTER

HOW MANY DIFFERENT HOSE COLOURS DOES SAMCOSPORT OFFER IN TOTAL?

SEND YOUR ANSWER WITH YOUR NAME, ADDRESS, CONTACT NUMBER AND PREFERRED KIT AND COLOUR CHOICE TO PVW@UNITY-MEDIA.COM

(PLEASE CHECK VEHICLE COMPATIBILITY BEFORE ENTERING AND GOOD LUCK!)

Terms & Conditions No employees of Unity Media, SamcoSport or any other associated companies may enter. Entrants must be aged 18 years and over. There will be three winners. Product prize is only offered for those cars/models for which the product is designed. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules.

Please email your entry to pvw@unity-media.com using 'Samco' in the subject line. Closing date for entries is 10/08/15.



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VW MKVII
Front Kit
#78522 shown



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DRIVE IT. SHOW IT. TRACK IT.

KIT FEATURES*

1. Red anodized aluminum end caps and locking rings
2. Durable double-bellows air spring
3. Where applicable adjustable camber plates with high-quality spherical bearings
4. 30-level adjustable, monotube threaded strut with independent ride height adjustment
5. Black chromed or powder-coated strut bodies and lower mounts
6. Most front kits come with braided stainless steel leader line, and all necessary fittings and hardware for mounting
7. Up to 5.8" (147mm) of drop, depending on application
8. Proper brackets and tabs for brake line and ABS wiring

*Visit airliftperformance.com to view features for your specific application

GO BIG!

You've waited patiently, but it's feeding time at the zoo. Yes ladies and gents, Stage 4 is here, and it's all about power. It's time to wave a fond farewell to the Mk5 GTi's trusty OEM KO3 'charger; things are about to get a lot more serious...

Words: Joel Newman Photos: Darkside Developments



Being the largest independent turbo distributor has its advantages. Holy hardware, Batman!

STAGE 4

Whatever project you're working on, from show car to Time Attack beast, careful and considerate planning is always vital. You must think carefully about how the car will be used and work backwards from that point.

In this case, the fact that BTN Performance, the world's largest independent turbo distributor are behind this mean little Dub meant that a great deal of time and thought went into picking the right blower for the job so, we are going to explain in a little more detail why we plumped for a Garrett GTX 2860, and perhaps why you should too.

Those with turbocharging experience will

attest to the fact that headline power figures actually mean very little. While a whopping great turbo may easily achieve over 500 horses, in many cases that power is only available at the very peak of the rev range. The truth is that a huge turbo isn't always the right solution for a road car, because unless you're flat-out on a drag strip, you're going to be spending an awful lot of time dealing with turbo lag. In essence, the larger the compressor turbine and therefore the turbo itself, the longer a driver will need to wait for the exhaust gas pressure to build and thus the more lag a car will suffer from.

While that 'wait for it, wait for, wait for it...

power' feeling certainly has its own charm, it's not ideal when you wish to drive fast and there are corners involved! In fact, it can be quite dangerous because, if that boost hits home like a jack hammer when you're mid-corner heading home on your local B road, or just before the damp apex by Tesco, ultimately that vehicle is going to be very difficult to control.

As impressive as top end power can be, when it comes to building a useable street car, owners should be more concerned with torque, throttle response and the available performance throughout and most importantly low down the rev range.

WIN THIS CAR!*

Performance
VW

GTX 2860 mated to custom tubular manifold by Darkside Developments is a real work of art



THE BOYS HAVE CUSTOM FABRICATED A TUBULAR EXHAUST MANIFOLD FROM SCRATCH

Whatever you've been told, we'd say 400bhp is about the limit when it comes to maintaining genuine drivability for a front-wheel drive car. That made the Garrett GTX 2860's predicted power output bang on the money for our requirements and the perfect partner in crime for our Mk5 GTI.

Featuring a forged and machined compressor wheel and running GT28 V band housing for better flow of gasses with a 3" inlet on the cold side, it not only fits succinctly into the bay, but also gives the desired level of performance across the engine's power curve as well as dishes of low down grunt.

The larger frame and dual ball bearing technology, originally developed by Garrett Motorsports, help the GTX 2860 spool up 15% faster than journal bearing-based 'chargers and allow for higher boost levels, which in turn offering crisp throttle response and faster and consistent, useable power when and where it is needed.

But you can't simply bolt a GTX 2860 on to the standard cast exhaust manifold and combined turbo housing found on the Mk5 GTI TSi's KO3 factory turbo setup. Cast manifolds are commonly found on OEM applications but they are restrictive as they have been designed

to fit within an engine bay and more to the point, for the rest of the vehicle's components to fit snugly around it. Tubular manifolds on the other hand are found almost exclusively on aftermarket and race applications. This is because they offer a substantial performance advantage and can be crafted to the specifications the tuner or customer dictates.

As you can see from the extensive kit pictured, Darkside Developments has had its hands full, and what a stunning job it has done. The boys have custom fabricated a tubular exhaust manifold from scratch using a selection of Vibrant Performance items supplied by BTN,



4-1 V-Band merge collector optimises the flow of exhaust gases



WHEN IT COMES TO MANIFOLD TUBING, BIGGER IS NOT ALWAYS BETTER



including a 4-1 V-Band merge collector to optimise the scavenging of exhaust gases, stainless steel 1.25" tubing, an exhaust manifold flange specific to the VW Engine and various 45 degree elbow bends. It really is a work of art, and when pictured next to the original unit looks like something that should be hung from a wall and admired, not hidden under a bonnet!

There are many factors fabricators must take into account when making an exhaust manifold, namely to maximise the radius of the bends that

make up the exhaust primaries, making sure the tubing are equal in length to balance exhaust gas flow.

Interestingly, 1.25" diameter stainless steel tubing has been chosen in favour of the larger 1.5" steel because low end torque was a primary concern. When it comes to manifold tubing, bigger is not always better and that's almost always the case for street cars.

Darkside Developments has also designed a custom oil feed and return so that oil may be

drained from the centre housing, alongside a custom water feed that keeps temperatures as low as possible and stops oil cooking; a killer of turbochargers.

The keen eyed among you may have also spotted the addition of an external Turbo Smart 45mm wastegate, which is one of the smallest and most compact designs available. It offers excellent flow rate and allows the bypassed flow to be reintroduced back into the exhaust stream, further enhancing the turbine's performance.

WIN THIS CAR!*

Performance
VW

DUB DETAILS (SO FAR!)*

2006 Mk5 Golf GTI

ENGINE: 2.0-litre TFSI

STAGE 1:

NGK Platinum spark plugs
Vibrant GESI high output sports cat
Vibrant 3" Performance down pipe
Vibrant central silencer
Vibrant performance back box
Tailpipes – twin 3" rolled for GTI bumper

STAGE 2:

Vibrant 12,800 – Intercooler air-to-air assembly with end tanks (350bhp)
Vibrant open funnel air filter
2.5 aluminium tubing
2.5" BTN silicone tubing

STAGE 3:

AEM water/methanol kit
AEM gauges (air fuel, water temp, boost)
Awesome GTI dash pod
Turbo smart blow-off valve
BTN vibrant vacuum block

STAGE 4:

Garrett GTX2860 turbocharger
Turbo smart 45mm wastegate
Vibrant V-Band 4-1 merge collector
BTN 45 and 90 degree elbow bends
1.25" straight stainless steel tubing
Exhaust manifold flange to suit Garrett GT28 turbine housing
Custom oil feed and return by Darkside Developments
Custom water feed and return supplied by Darkside Developments

INTERIOR:

AEM gauges (air fuel, water temp, boost),
Awesome GTI dash pod

*All BTN Performance-sourced

➔ VISIT THE MINI SITES FOR MORE INFO AND UPDATES!



WWW.BTNPERFORMANCEPROJECTS.COM



WWW.PERFORMANCEVWMAG.COM/COMPETITION/

NEXT TIME (RESULTS)

Next month sees the final installment of BTN Performance's five-part build, and because of that we have decided to hold off revealing the final dyno runs and power figures until the last curtain call. If you have been following the build then you should have four tokens by now, and there is only one more to collect. Clock in next month, finish your set, and you could well be the proud owner of a serious sleeper! Yes, this epic Golf will belong to one of you...

Cut out and keep the token below to be in with a chance of winning the BTN Performance Golf! There are five tokens to collect in total.



*Terms and conditions apply. For full T&Cs go to www.performancevwmag.com/competition UK residents only.

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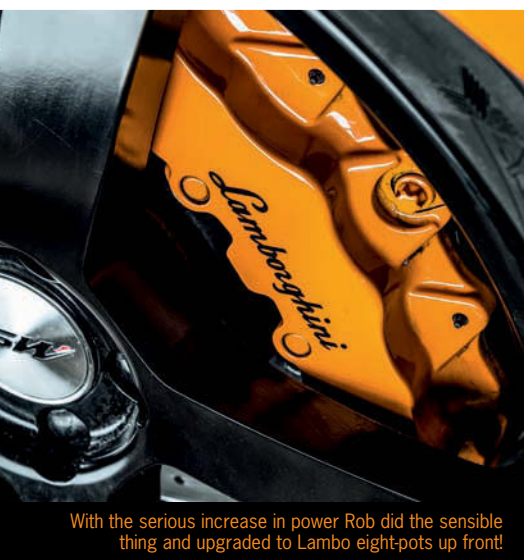
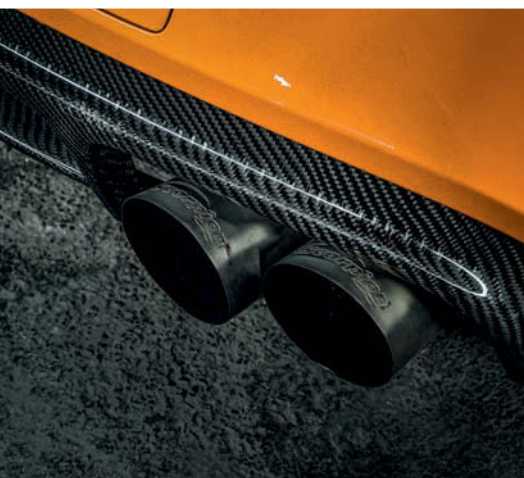
REAL MEN WEAR ORANGE

With a price difference of around £16k between the second-gen TTS and the brand-new TTRS, Rob O'Kane had to make a compromise and opt for the less spicy version. Three years on, though, he's seriously bumped up the heat; so much so we think it would make a few TTRS owners' eyes water...

Words: Louise Woodhams Photos: Dean Smith







With the serious increase in power Rob did the sensible thing and upgraded to Lambo eight-pots up front!

The interplay of different light sources from the street lamps under the arches of the railway bridge and the photographer's various camera flashes and fluorescent tubes turned this bright orange Audi TTS into one of the most vibrant night shoot subjects I've ever seen. It was a cold February evening and we were in a patch of Bermondsey where it's more post-war council properties and kebab shops than posh period flats and hipster joints. Yet despite it being ungentrified and, if I'm honest, a little hostile, the car managed to crack a smile and complimentary remarks young and old passers-by alike. That's impressive in a city that was voted the second least welcoming in the world last year. What's more, the owner, Rob O'Kane, and the photographer, Dean Smith, a friend of his who he met some years ago on a TT forum, were also very friendly, which was nice as it happened to be my birthday that day! I digress.

If you're a regular on the show circuit you're most probably familiar with Rob and his car. He's a man that likes to stand out from the crowd, a philosophy that he's adhered to ever since he got into modifying – a passion, and some would argue (his wife, perhaps) an addiction that kick-started with issue one of *Max Power*. Some years later Rob never envisaged that his first project, a 2003 Astra, would make the cover of *Max Power*, not to mention features in *FHM* and *Total Vauxhall* magazine. Since then Rob has heavily modified a Mk1 TT, two Mk2s and a V6. Even his wife's daily, a B8 S4, hasn't escaped the modding stick. But we're here to talk about his latest Audi TTS convertible.

Rob originally had his eyes on a Sprint blue

example but when he went to look at it on the forecourt it was covered in dents – unacceptable for a 28,000-mile car. So he walked away and found another one online the next day and placed a deposit there and then over the phone. Better still, it was Solar orange. At the time he still had his previous Lamborghini Celeste Phoebe V6, which was covered in OSIR carbon parts. So he removed the rear spats and valance, door mirrors (a vast improvement to those aluminium-effect cappings!) and various interior parts, together with the 19" Dotz Exile wheels, before selling the car and transferred the bits to his new car.

A week later, having realised he needed more power, he paid a visit to REVO HQ for a Stage 1 remap, and that's how it remained for nearly a year before the front bumper was swapped over for the more muscular looking RS version. The rear bumper remained but an OSIR carbon rear valance was added, and a TTRS carbon rear spoiler, adding a real dose of aggression. Next up, Forge Motorsport were called upon to tidy up the engine bay with some bright new hoses, a new induction kit (the first to be fitted to a UK TTS), together with a front-mounted intercooler, a must for what he had in mind next.

The TTS's 268bhp 2.0-litre turbo is often accused of sounding rather flat, despite what those quartet of exhaust pipes would lead you to believe, so Rob was convinced after speaking to Scorpion at GTI International that he needed a full titanium system, including sports cats. Before that, though, it was with Revo Technic where it benefitted from an upgrade in software to Stage 2, adding around an additional 30bhp and taking torque from 258lb ft to 327lb ft.



DUB DETAILS

ENGINE: 2.0-litre turbo with REVO Stage 2+ software, Forge Motorsport front-mounted intercooler, dump valve, induction kit, oil catch tank system, alloy covers for the oil and water cap, full hose kit, Scorpion full titanium system including sports cats, LOBA high pressure fuel pump

CHASSIS: 8.5x19" TSW forged Panorama wheels shod in 255/35 Yokohama Advan Sports tyres. MSS Sports kit, Powerflex bushes throughout, Lamborghini Gallardo eight-pot calipers, two-piece AP Racing 360mm discs, rears discs drilled and rear calipers repainted to match fronts in Solar orange

EXTERIOR: TTRS front bumper and grille, TTRS carbon rear spoiler, OSIR carbon rear spats, valance and mirrors, stubby aerial

INTERIOR: OSIR carbon dash cowl, door handles, C-section, handbrake handle, glovebox trim, carbon backed

Cobra Misano seats (heated with lumbar support), Cobra trimmed interior including doorcards, armrest and centre console, Shadow boost gauge, all interior lights replaced with LEDs

ICE: Kenwood 7230 head unit, two JL Audio 600/4 HD amps, two JL Audio 10TW3 shallow subs in custom boxes, Jenhart door builds and relocated tweeters, doors and interior all Dynamatted

SHOUT: My long-suffering wife Jeanette; Pete, Mark and Bob at Huets; Paul and Steve at Revo Technic; James Brown at TSW Yokohama; Pete and Jamie at Forge Motorsport; Mark at Cobra; Shaun at Scorpion; Riso at OSIR; Mike Edwards at Kenwood; Jim and Kate at JKM; William at MSS; last but not least, PJ and Dom at Dodo Juice for constant support and advice and generally being nice guys

With more power to play with the next logical step was to upgrade the brakes, so Rob hunted down Lamborghini Gallardo eight-pot calipers, which are clamping AP Racing 360mm two-piece slotted brake discs. Out back the discs have been drilled and the calipers repainted in Solar orange to match fronts.

Next in line for overhaul was the interior. The Audi TTS's interior gets leather seats as standard and having already swapped out the dash cowling, door handles, glovebox trim, C-section and handbrake handle for carbon items it made perfect sense to upgrade to Cobra Misanos. Rob's mantra is 'if it ain't raining the roof is off', so ticking the heated and pneumatic lumbar support option was a no-brainer. Cobra then went a step further and retrimmed the entire cabin, including the doorcards, armrest and centre console, in luxurious black hide with orange diamond stitching to really set it off and also tie in with the exterior when the roof is down. And with all of the interior lights replaced with LEDs to match Audis' trademark LED running lights, it gives it a contemporary, refreshing touch when darkness falls. Better still, it highlights all those

wonderful carbon details.

A closer peak behind those carbon backed seats, though, reveals something that's rather special about Rob's TTS: "The factory stereo with the roof down was rubbish and as I drive the car about ten hours a week I decided to upgrade the entire system. So I called up Huets, a high-end car audio specialist, based in Shoreham-by-Sea, about 50 miles from my house. After trying out several different setups we eventually settled on an installation that is tailored to the acoustic properties to the car with the top off," reveals the 48-year-old.

Custom-installed car stereo systems generally outperform what the car manufacturer offers, but Rob's blows away most that I've heard – testament to the fact that it took several weeks to build the sub boxes alone and almost a year of trial and error to get right. The new system consists of a Kenwood 7230BT head unit and a speaker contingent that includes five mids and a tweeter from Jenhart in each of the doors. Beyond these basic elements a JL Audio 10TW3 shallow sub housed in custom box sits behind each of the seats, with a pair of JL Audio 600/4 HD amps in the boot.

The entire car has then been sound damped using Dynamat to prevent noise and vibration. As a result Rob's music sounds clearer and the bass is louder and tighter.

By now Rob was bored with the wheels and thought that the multi-spokes looked too busy. This was his second project car to wear them anyway so, after spotting a set of cleaner, five-spoke TSWs that he liked at SEMA, they were put on order as soon as he touched down on UK soil. He thinks that they're the only 19" Forged Panoramas in the country.

It also turns out at this point it was time for more power, too, so Revo was called upon again for its Stage 2+ software, meaning Rob now had 360bhp and 350lb ft of torque to play with; impressive stuff! Modification and tuning of the 2.0TFSI engine far exceeding OEM power levels requires an extra volume of high-pressure fuel. To that end a LOBA high pressure fuel pump was fitted which will give a fuel volume increase of more than 50% and can sustain over 130bar.

The TTS's standard handling is already pretty adept equipped with Quattro drive, so when it came to lowering the car Rob didn't want to





As the car spends most of its life with the roof down it made sense to do something special with the trim; Cobra took care of that by not just supplying a pair of Misano seats but doing a full retrim in black leather with orange stitching



Huets is responsible for some of the best installs in the country and Rob's custom setup is the perfect example of why. It doesn't just look good either, trust us!



sacrifice the car's balance, dynamics and precision. With that in mind the MSS Sports kit was the perfect choice. The adjustable lowering springs – made by Eibach – have been specially developed to work in conjunction with the car's all-wheel-drive and its magnetic ride adaptive damper control system. As a result the car is 30mm lower and, with Powerflex polybushes throughout, it's now much keener to turn, with a more neutral stance through the bends. "The difference was like night and day. There's no squat when you launch it, the ride is far more compliant and it doesn't wallow through the corners anymore. It's just a much more

compliant ride, whether I'm on the motorway or B roads," confirms Rob.

What Rob really wanted at the time of buying this car was a TTRS. Unfortunately funds couldn't quite stretch to the fastest in the range so over several years he created the next best thing: "I think that the TTS is an affordable, fast, stylish car, and whilst I'd love to stick a turbo on it I'm more than satisfied with the power. I build cars to be driven hard, and they have to look good, too. I've now got to the stage where I'm finally happy with it and just enjoying it." And with 15,000 views on his build thread, it's fair to say he's not the only

one that finds this car hard to resist.

This car may have started out life as the younger brother to its range-topping sibling but now, with a more focused version of the 2.0-litre petrol and styling to match, it's standing its own ground. A hairdresser's car this ain't. Fast, fun, home to one of the best interiors we've seen, this TTS has a lot to give. Having raised the bar so high, though, there's only one contender when Rob comes to swap it in. The first-gen R8, of course. Maybe this time, though, his wife won't hear those all too familiar words so often: "It just needs this... it won't be that expensive, honest!" ●





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EURO-VISION

The month of May only means one thing for VW enthusiasts across Europe and that thing is Wörthersee. Do we really need to say anymore? Oh, we do. Let's get started then...

Words: David Kennedy Photos: Seb Moi, Vitek Trojanm and Joey Gordon

What is there to say about Wörthersee that we haven't said countless times before? Sometimes we even forget that we've been attending the Austrian epic as a mag since 2004. And it's only when you see videos posted up on social media of Wörthersee in the early '80s (when the cars were simple and the moustaches were bushy) that you remember that the event itself has been going on since 1981. Put simply, VW fans have been attending Wörthersee for longer than most of our readers have been alive, let alone interested in going themselves! Of course, the Wörthersee of today is nothing like the Wörthersee of the early days. The cars have changed, the money being spent on them has increased, the amount of people attending has grown exponentially year-on-year and what used to be a relatively small gathering for some of Germany's geekiest GTI fans has grown in to what has to be the biggest European car event in the world.

First of all, for those of you that are reading this not knowing what the heck we're talking about, let's go through some basics: Wörthersee, or the Wörthersee Treffen to give it its full name, is held in Austria around Lake Wörthersee in May. People drive from all over Europe to attend or, if they're coming from further afield or just don't want to take their car, fly in. For the majority of people, though, the drive down to Austria is part of the experience. From Calais, it's around 1000 or so miles depending on your route. No big deal in a new car but in a Mk1 or Mk2 it becomes more of an adventure that's for sure! Flying in, you've got the local airport Klagenfurt or if you can't find a cheap enough flight there, Salzburg is the closest major airport around 100 miles away. The final thing you need to know, and what part one of our Wörthersee coverage will be dedicated to this month, is that while the actual event is only four days long, people attend two to three weeks in advance to miss the crowds and chaos and catch the super cool cars that tend to be safely back at home before it gets too insane on the roads around the lake. Be warned though, as Dave found out last year, there's a big difference between getting there early to catch the cool cars and getting there so early there's nothing going on... Right, that's enough of the tourist guide stuff, let's get down to the cars.

Let's start with four of the most photographed cars of the early week: the four Audi R8s that weren't just turning heads but snapping necks all week. The first one, and possibly the most snapped of the bunch thanks to its M1 Pro Car Hugo Boss-inspired wrap, was Brain Henderson of



13-16/05/15
WÖRTHERSEE
AUSTRIA



Rotiform's example. Built by Prior Design in Germany, Brain had spec'd up a set of his own CCV wheels (obviously!), HP Driveteck air-ride and Cobra seats to be fitted to the car, along with the aforementioned wrap, before flying out to Germany to collect the car. It's a hard life eh?

German wheel brand Messer had two R8s in its Wörthersee fleet this year, a grey, white and red IMSA GTO-themed one on its infamous Turbopan-style wheels and a classy, more simply-styled, one.

While both Messer cars were stunning in their own right, it was BS Car Styling's Buni Seferi's red wide-body R8. Yeah, a wide-body R8 – unbelievable really when you think about it. Or perhaps not, seeing as you can pick up a R8 now for the price of a new Mk7 if you're looking in the right places. Still crazy amounts of money, obviously, but the from the outside looking in it seems the VW scene in general has never been flusher!

Speaking of big money builds, if you spent any time on social media over the week leading up to Wörthersee this year then you will have no doubt seen a barrage of photos of two pretty special Porsches. First off, and undoubtedly one of the most talked about cars of the week, was Mario Mattick of wheel brand RAD48's lime green Cayman S. If you remember our coverage last year then you might well remember Mario's Cayman looking pretty different just 12 months ago. For 2015 Mario has totally changed up his S with a new paint job, widened arches and carbon side skirts, a deep front splitter and rear diffuser and a massive GT-style wing and rear duckbill and new RAD48 wheels too.

It wasn't just the Cayman and the venerable 911 of all shapes and sizes (are there any standard 964s left in Europe we wonder?) being modified, some people were taking to the bigger Stuttgart models too, including Markus Proesch's wide-body light blue Panamera on Messer wheels. If someone could just let us know where everyone is getting their money from that would be really appreciated, we're just saying...

From the sublime to the, well, slightly crazy. Just when we thought there was quite literally nothing new you could do to a Mk4 Golf that we hadn't seen before, Andreas Schwarzmeier and Thomas Mueller came along and totally blew our minds with their R32. No, your eyes aren't playing tricks on you, that really is a 16v on carbs in a smoothed Mk4 R32 bay! Built by German tuning house KTS-Karosserietechnik (which also built the red wide-bodied C63 we fell in love with), the R's been stripped of all its R-spec bodywork and hard-slammed over face-mounted BBS mag wheels. The R's



Rotiform's M1 Pro Car-inspired R8. Subtle it wasn't!



Mario Mattick's reworked Cayman pretty much made social media explode when it touched down





S3 saloon on etabeta wheels with colour-coded mirrors. Yes please!



rear suspension setup has helped with that impressive rear tuck, while a Mk3 front axle, amongst a whole lot of fabrication work, has pulled the front wheels right in. Sure, it might not be what we'd do to a Mk4 R32 but as a bit of outside the box thinking it was up there with the best of them.

Another Wörthersee tradition that we don't think we'll ever get bored of experiencing is seeing brand-new models already heavily modified before we've even seen more than a handful of them on the roads in the UK. There were plenty of new Audi TTs kicking about in various states this year; our favourite easily being the grey one on mbDESIGN splits. And speaking of grey brand-new Audis, we also couldn't get enough of the static-slammed grey S3 saloon on red etabeta Venti-R wheels.

As you might expect, there were loads of Mk7s in attendance in varying stages of being messed around with, from simple wheels and air setups to more full-on builds. Our favourites of the early weeks? Either the '7 Up' wrapped car on Vossens just for the simple fact it looked so out there or the pure white '7 R with widened arches and a colour-coded cage. Put simply, though, there was absolutely no shortage of nu-wave cars in attendance at Wörthersee this year and all were at least slammed, whether it be on air or coils over wheels. The trend for widened front arches (to allow for wheel clearance when running seriously low) seems to be growing too, with even the newest of new cars sporting the wide-track look up front. And speaking of wraps, it seems the European scene in general is embracing the idea of doing something a bit different to the norm when they wrap their cars too. We saw everything from drink and airline logos to various patterns and shapes incorporated in to designs.

Of course, it wasn't just new age cars drawing the crowds around the lake, there were plenty of old-skool rides there too. Picking favourites is damn near impossible but well, let's give it a go shall we?

We had caught wind of Mario Verswyvel's incredible Mk2 before he headed to Wörthersee after randomly looking through the Cleaned.be forum but seeing it, and more importantly, hearing it in the metal was something else entirely. Mario had somehow gotten hold of a crate 2.5-litre Rabbit engine from the US (that's the five-cylinder naturally aspirated 2.5, not to be confused with the more advanced TT RS engine) and not only shoe-horned it in to the Oak green second-gen's bay, but spec'd the engine right up and fabricated his own custom manifold for the huge turbo to bolt to. We'll be featuring it very soon, don't you worry about that.

The other Mk2 that caught our eye was the deceptively simple Tornado red one on colour-coded BBS RF splits. This was a perfect example of a car being more than the sum of its parts – the tuck on the wheels was just incredible and the yellow cage shouldn't have worked but did so well. Lastly, at least as far as Mk2s are concerned, Dump'd's '80s Mk2 was a huge piece of VW tuning nostalgia on wheels: BBS body kit, Orciari grille and mirrors and all colour-coded white, it looked like it had just rolled out of Wörthersee circa 1988.

Mk1s? Yeah there were loads of 'em. We're not even going to try and pick our favourites this time! Needless to say, there was everything right up to the works-of-art-on-wheels type cars, the green one with the incredibly finished small-block engine pictured on the right for example... just, wow.

Everything else in between Mk1s and Mk7 Rs and the latest Audis? What do you think? Where the European scene finds all these straight old-skool Audi 80s and 100s and rare-as early VW water-cooled models we have no idea. They're certainly not on eBay when we look! But that's what makes Wörthersee so incredible. One minute you're looking at a brand-new TT on wheels made by a company you've only ever seen on Instagram, the next moment you're looking at something air-cooled that looks like it could have just come from the prestigious Volksworld show 'n' shine. And if you get bored of the VAG metal (although with such a ridiculous amount of variety we don't see how you ever could), there's the ever-increasing numbers of non-VAG examples to check out too. The brown Mercedes W124 was one of our favourite cars of the early weeks that wasn't rocking a VW roundel up front, thanks of course to a killer stance over Messer wheels. We also liked the... oh look, there's no point in us listing every car we liked that turned up over the two or so weeks leading up to the main show. We wouldn't just fill this issue, we would probably fill half a year's worth!

You see, that's the other thing about Wörthersee. You might see a car you like and then see it pop up in different places over the time you're there, perhaps at the Eni petrol station one night and then at Faakasee the next, or maybe at 'the old lady's garden' meet the following day. Or, you might see it once in traffic and then never see it again no matter how much you look or how many people you ask. That's part of the charm and the magic of the place; it's as unpredictable as it is mind-blowing. We'll be bringing you more Wörthersee coverage in next month's issue so until then, over and out... ●



We absolutely loved this Mercedes W124 on Messer wheels. Hard. As. Nails



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GOOD FELLAS

We don't venture 'up North' for many people, but when the friendly folk at PSI Tuning recently invited us up for tea and doughnuts and to take a look at some of their projects we could hardly say no. Okay, it was the doughnuts that swayed it, if we're honest!

Words: Elliott Roberts Photos: Marcus at CGFilm.tv

When you've worked on the same publication as long as I have (18 years!) it's easy to forget a bunch of the cars we've featured.

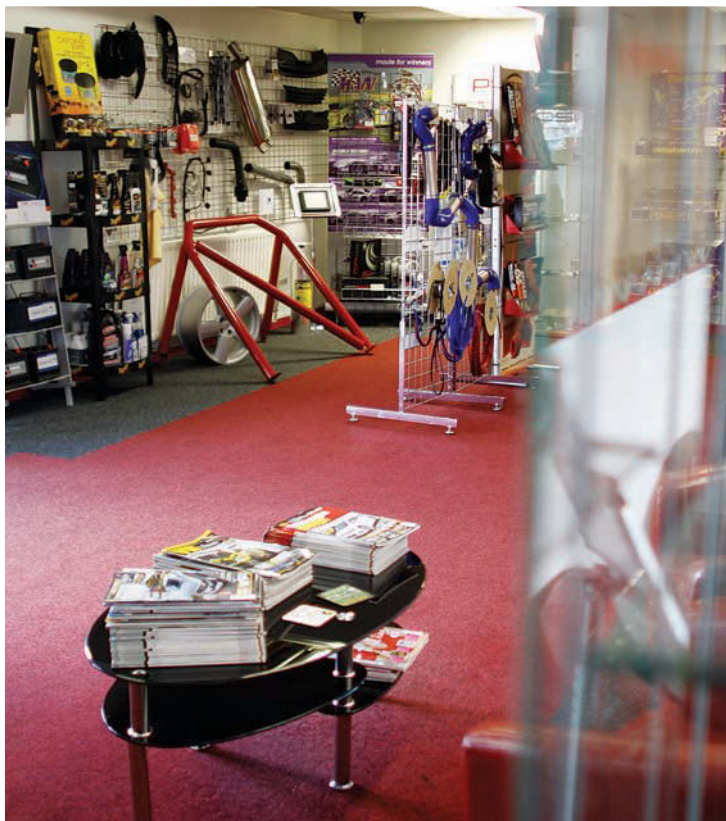
However, certain creations stick in your mind. Andy Walker's purple Mk2 VR6 from the cover of the December '99 issue (yes, over 15 years ago) will always spring to mind. Featuring a 2.9-litre Corrado motor, classic Borbet C alloys, Rallye front-end and cult Brit-look touches like the aero filler conversion, M3 mirrors and obligatory white dials, it was

one of the best Mk2s in the country and was certainly worthy of its cover slot.

Today Andy now owns his own one-stop tuning shop, PSI Tuning, which he started over 12 years ago. It's one of the UK's largest and most highly regarded VAG specialists. It may sound like a cliché but no job is too big or too small for Stoke-on-Trent-based PSI; from an air-con re-gas to a chassis notch or big-turbo engine conversion, Andy and the boys will take care of your requirements with passion and finesse. These guys also carry out 99% of all work in-house,

which is practically unheard of these days.

While regular service work and mail order products help with the bread and butter income that keeps the company ticking along, it also allows Andy the freedom to take on larger projects that don't necessarily make lots of money but are what he clearly enjoys doing. These projects also help increase the company's profile and reputation. That's what really appeals to us about Andy and PSI: the company isn't just intended to be a money-making machine, he is still just as passionate about modified VAG



cars as he ever was, perhaps even more so thanks to the new challenges the modern motors bring with them.

PSI's premises are mighty impressive, even from the outside. They comprise the original main building (which is where the regular daily business goes down), plus another unit over the road which was purchased around 12 months ago purely to allow Andy the opportunity to lock himself away and focus on full-blown project cars, of which there are many. Andy's wife Katie explained to us that only a privileged few are

allowed in there when Andy is at work so when we rocked up to take photos you can imagine how many members of staff and customers were keen to get a peak through the open roller shutter door, which would normally remain firmly closed.

Back to the main building and as you enter through the main entrance there's a good sized reception area and retail shop (large enough to house a car if need be) where we are greeted by another familiar face in Ade Grint, who worked with Andy back in the day and has now been with PSI working as

e-commerce manager for over three years. Ade also had a PWV feature way back in the day with his old Mk4 Polo. Ade and Andy clearly have a great working relationship, with Andy taking care of the hands-on stuff and Ade watching over the smooth running of the company's mail order and website upkeep.

As demand for the company's expertise has grown to meet demand the guys have needed extra hands on deck. Amongst the talent pool is Andy's wife, Katie, who takes care of the company's accounts while another familiar face, our old buddy Pete

McGinley, has been service manager for the past six years. Pete also has had a number of legendary cars featured in *PWV*, so it's safe to know he also knows his stuff and your car is in safe hands with him looking over it.

On top of regular servicing PSI offers the obligatory remap service, thanks to being an official Revo agent. PSI Tuning has a good and long running relationship with Revo and Andy is quick to highlight how effective its products are. PSI also offers its own software and custom mapping if needed, too.

If you clocked one of PSI's recent adverts in these very pages then you'll be only too aware how many of the large American hardware brands it deals with. Let's just say, PSI is very well-connected and when you start to look at some of the many projects the guys have on the go at any one time then it soon begins to make sense.

You only need to take a look at the high level of customer project cars PSI is currently working on to see that, despite all the experience and many years Andy and the team have in this game, they haven't lost an ounce of their passion or enthusiasm. Parked outside are a bunch of seriously powerful cars, all totally different but equally sweet. Technician Gaz Priest's air-cooled Beetle really was something else. The car has only just been finished following a five-year build and, despite its recent debut at the Pod, Gaz told us the car was created to take part in all sorts of motorsport – from track days to hillclimbs. We just loved the amazing little black Lupo street sleeper, too, stripped out and running a 400+bhp 1.8T with a GT2871RS turbo.

Another interesting vehicle that caught our eye was a Mk5 Golf R32 turbo. PSI worked closely with CTS in the USA to create a right-hand drive turbo solution for this car. This particular example uses a spacer plate to lower compression and achieves around 400-450bhp; although when a customer's funds

can stretch to rods and pistons then anything up to 550+bhp should be easily achievable. PSI offer something to suit all budgets!

After checking out the regular offices, service area (which also houses a 2WD rolling road), and the parts storage area above, we finally get to head across the road for a closer look in Andy's secret workshop or 'Innovation Centre', as it's officially called.

The first thing that catches our eye, tucked up in one corner, is a rather tasty looking Mk2 Caddy van. "That's one our apprentice Dan has been playing with," said Andy. With a VR6 install it looked pretty damn serious to us. The stealthy van has also had an axle flip and a big brake rear disc conversion. It should be ready for some fun at GTI International, so look out for it!

Up on one of the ramps we can't miss the bright red Corrado G60 which has received the full-blown show car works, with a smoothed OEM+ bay, detailed underside and full nut and bolt resto. Andy informs us the owner got seriously carried away with this one, but the finished car should be one of the nicest around.

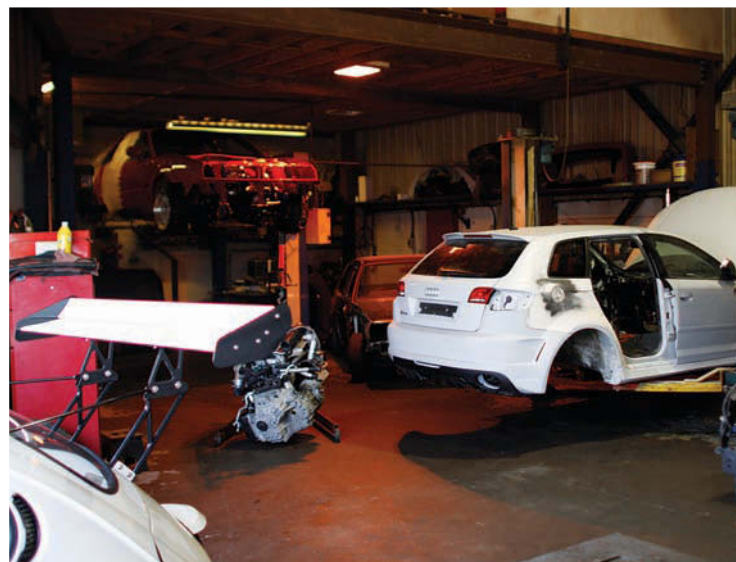
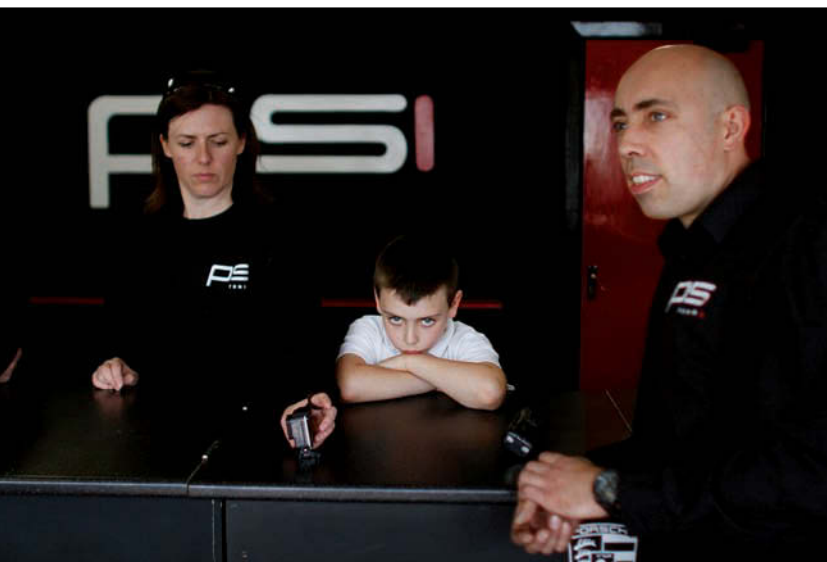
A project that was set to be crazy from the outset is the brand-spanking-new Audi RS3 parked in the middle of the workshop. Currently it's totally bare, awaiting a full wide-body kit fitted, a big turbo and a fully built motor. I'll be absolutely insane. "The guy is a good customer of ours and asked me what would make a nice base for his next project," Andy explained. "I suggested an S3 and he turned up in this RS3 straight from the dealer forecourt!" Not only is Andy installing the full wide-arch kit but he's also been instructed to graft in an aero filler (yes, similar to that fitted on his own Mk2 all those years ago), remove the rear door handles and detail the entire underside of the car. "I started out as a body technician many moons ago, so it's what I trained in," Andy

revealed. It's soon evident why Andy has done so well for himself and earned PSI the reputation it has: he treats every customer car like it's his own. A perfect example of this can be seen in the installation of this wide-arch kit: "Part of the wider rear arch extension is glass fibre and bonds on to the rear door but I decided if the conversion was going to last then I'd recreate that particular piece out of metal." This way, should it ever get knocked it won't crack or disintegrate. Best part of a week's work alone went into creating these two parts, but Andy won't let anything that's not 100% leave the workshop. No half measures here! Bear in mind this was a brand-new motor delivered to PSI straight from the dealership and you'll appreciate just how crazy the car is going to be and also why Andy has no time for his own projects any more! The inside has already been gutted and readied for a full leather and carbon retrim. As for the motor, well, just keep your eyes pinned to PSI's Facebook page for updates on that. Or watch this space for when we hopefully debut the car in a few months' time.

Andy's literally lost count of the amount of project cars he has scattered around the place. He has a barn at home with a bunch of them in, too, although his pride and joy has got to be the silver 1976 2.7 911 in our opening shot. "It's on the road but I'd really like to do a full resto on it; I just don't have the time at the moment," said Andy. This is one he will probably get stuck into with his son, Harrison (10), who spends much of his spare time at the unit, learning the trade (and, according to his mum, Katie, picking up bad habits!).

Andy's place at the top of the car game is evidently well-deserved. You can be sure to see a bunch of these quality projects, once complete, in these very pages. Well, so long as we get tea and doughnuts dangled in front of us again, that is! ●

CONTACT: PSI Tuning (01782 563 703 or www.psituning.com)



Parked outside are a bunch of seriously powerful cars, all totally different but equally sweet



PSI customer's Corrado G60 project has gone seriously overboard and has turned in to a full nut and bolt restoration show car build



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APR's Stage 3-equipped development car is already knocking out 11-second quarters on the regular. Not too bad for a front-wheel drive car with a bolt-on big turbo kit, eh?

SOUND STAGE

When APR invited us Stateside to sample its latest Stage 3 turbo upgrade for the Mk7 GTI we couldn't wait, especially as we had the chance to drive the stock GTI, plus Stage 1, Stage 2 and Stage 3 offerings all back to back.

Words: Elliott Roberts Photos: CG Film & Elliott Roberts

Comparing various stages of tune offered by a tuner and really getting to grips with the benefits each level offers can often be very difficult unless you literally get to drive them all back to back, which very rarely happens. Unless you're pushing these cars to the limit daily, it's very hard to jump into, say, a Stage 2 equipped car and tell how much better it is than a Stage 1 or where it falls down on performance when compared to Stage 3. When Alabama-based APR lets journalists loose in their demo vehicles, though, it knows exactly what we're after and what makes for a good test. And if its comparing various stages of tune then they have the ability to do it right.

When we put its latest Stage 3 kit for the TT RS through its paces last year here in the UK, APR didn't mess about, choosing to hire out Bruntingthorpe Proving Ground and some timing equipment, before inviting along a bunch of customer cars in various stages of tune for us to exclusively sample. By driving the cars back to back on the same day, in the same conditions, the results were a precise way of making comparisons. We

came away wondering why anybody would opt for the full-fat Stage 3-equipped car when the previous two stages offered so much bang for your buck. This didn't stop us longing for one of the supercar-slaying Stage 3s ourselves, though.

For those of you new to the tuning game and slightly confused with the various 'stages' of tune offered, commonly Stage 1 usually consists of a simple ECU flash (or remap, as it is sometimes referred to); Stage 2 will often mean an uprated induction kit, some sort of upgraded downpipe/exhaust, a front-mount intercooler (where applicable) and the obligatory ECU flash to match; Stage 3 is an all-singing big turbo swap, with all the aforementioned upgrades, plus new internals, uprated fuelling, boost gauges and basically anything else needed to create the ultimate fast road/track day car. These specs and ingredients will vary depending on tuner and application but this just gives you an idea of how things are often broken down or made up as the case may be.

The beauty of using a company with the reputation of APR is not just being able to take advantage of its vast global dealer network and technical support but that the

products also come with a warranty. And if you're tuning in stages, then APR will also offer free software upgrades as you go (providing you purchased the install software yourself). So if you start with a Stage 1 remap and then decide to upgrade to Stage 2 hardware you won't have to pay for the revised software to match (providing you stick to its regular terms and conditions).

During our visit to APR HQ in Alabama USA earlier in the year we were privileged enough not only to get the change to sample the Mk7 GTI Stage 3 package it was in the final stages of developing but also drive a stock GTI, plus Stage 1 and 2 phases of tune. How? Well, as well as the white Stage 3 development car, APR also had a stock GTI on its fleet (the black car); the plan was we could drive that as it left the factory, then one of its technicians would flash the Stage 1 software so we could sample that, then we would get to visually see what's involved in installing the Stage 2 hardware as they converted the car in front of our very eyes. After sampling what the Stage 2 package felt like out on the road we would then be able to jump in the Stage 3 (big turbo) car and give that a blast.



STOCK AND STAGE 1

Now the 217bhp Mk7 Golf GTI in stock form is a great car but even more so when you opt for the £995 Performance Pack from the factory (which gives an extra 10bhp and a limited-slip diff to boot). Now, while 227bhp isn't to be sniffed at, the car's chassis is so good it just craves more power and feels so comfortable with it. Also, when you look at what the likes of Vauxhall and Honda offer off-the-shelf, well, you can soon start to feel a little hard done by in the power stakes. This is where APR's Stage 1 software upgrade comes in.

The new Stage 1 software file itself takes just minutes to flash into the car's ECU via the trusty OBD port and the results are simply amazing. You will soon find yourself questioning why you ever settled for the factory output for so long. For the average person on the street, a Stage 1-equipped Mk7 GTI is more than enough, more than they will ever need. It's a vast improvement over stock and makes the factory car feel flat in comparison. Throttle response is vastly improved and with driver aids switched off the car becomes far more fun.

STAGE 2

Great as the Stage 1 upgrade is, inevitably over time you can become used to the extra oomph and then the temptation to start playing with bolt-ons can easily get the better of you, especially as the step up to Stage 2 only requires bolt-ons (remember, to anybody that's already purchased Stage 1 software, the Stage 2 flash is free).

The key appeal of the Stage 2 kit is that you can see some pretty serious power gains without altering the original car too much (there are no engine internals at this stage, just reversible bolt-ons). The guys can pretty much transform the car to Stage 2 in under an hour. Paul Brooker and Tim Wignall made easy work of the air box swap (replacing the dull factory unit with a stunning carbon item that looked trick without being too over-the-top), lead R&D technician, Grant Batten, then sorted the ECU flash. Even the downpipe and cat-bypass swap was performed in next to no time. In fact, the longest part of the whole process was

actually waiting for the car to cool down following my stock and Stage 1 runs.

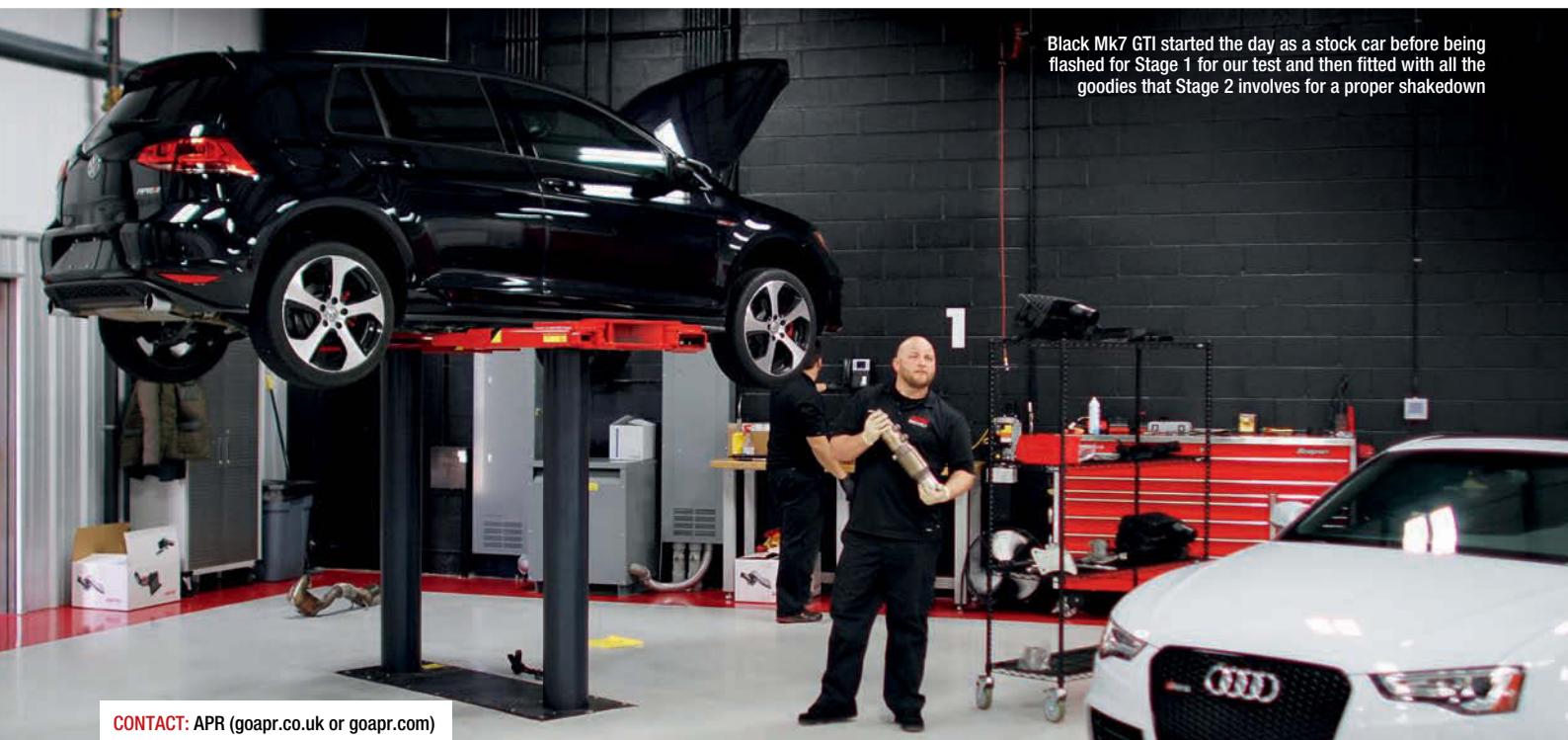
So what's it like? Well, soon as you fire up the Stage 2-equipped car you notice an instant difference in the exhaust note. The car now possesses a slightly deeper burble on idle, which increases nicely (but not to the point of being too over powering) with a slight blip of the throttle. As you'd expect with any APR kit, the quality of fit and finish is second-to-none and the downpipe itself (cast off-site but constructed in-house) is a work of art. Unlike some other cars we've owned or sampled in the past with larger downpipes, thanks to the 3D scanning involved in the development and the precise casting process, there's no nasty vibrations or rumbles of the APR pipe fowling the chassis as you start or drive the car. In other words, what you're driving still feels like a factory car, albeit a rather special one.

Instantly I find myself eating my words when it comes to comparing Stage 1 with

Stage 2. Forget opting for Stage 1, if you own an Mk7 GTI then you need Stage 2 in your life, simple as that! I don't care how you find the extra money, it's worth it.

The additional power and torque, plus the way it's delivered, feels perfectly suited to this incredible chassis. Then there's the raspy exhaust note (loud on acceleration but subtle while cruising) and slight induction roar during acceleration or when you lift quickly off the throttle. Again the throttle response feels electric, with no real sign of lag from the factory charger and the car produces enough torque that it seems happy to pick up in whatever gear you happen to be in, at virtually any speed. The Stage 2 car is fantastic fun with traction control on and a bit of a handful with it off. What more could you ask for in a modern day GTI? The car offers real hints of the smile factor the Mk1 delivered way back in the day but with the safety and creature comforts we've been spoiled by in modern times.





Black Mk7 GTI started the day as a stock car before being flashed for Stage 1 for our test and then fitted with all the goodies that Stage 2 involves for a proper shakedown

CONTACT: APR (goapr.co.uk or goapr.com)

STAGE 3

As for why anybody would opt for a Stage 3 car, we imagine people will either do it because, well, they can or they're totally bonkers. Forget the *Fast and Furious*, this thing feels like it's connected to the mains without a fuse. If you're looking for a hyper-hatch then this is it but what's at the heart of this mental machine and why do we only recommend it for the hardcore power junkies?

Well, first, the car is Stage 3 so the hardware gets a lot more hardcore. At its heart is a big turbo upgrade. Rather than opting for the more commonly used K04 or GTX turbochargers, director of engineering, Joel McKay, told us APR has gone with a twin-scroll Borg Warner EFR unit due to its Gamma-Ti turbine wheel, which is super lightweight but mighty strong. In short, this results in a turbo that will spool up far quicker than most similar-sized turbos, meaning more usable power and far less stress.

Thankfully the car we tested was fitted with uprated brakes (in this instance prototype six-pot calipers developed alongside Brembo to keep things under control but in a progressive manner to retain

a factory feel), suspension (lowering and stiffer springs, plus uprated roll bars), larger diameter wheels (we just love APR's 19" prototype wheels, which Joel claims weigh in at less than 18lbs a corner) and obviously a wider footprint thanks to the sticky BF Goodrich rubber.

Initially, in terms of exhaust tones, there's very little to separate the Stage 3 car from Stage 2. This is probably due to the fact that the Stage 3 development car we're testing still retains its factory cat-back exhaust: "We found very little gains from using an aftermarket system during testing," said Joel.

It's really hard to put into words how quick this thing is once it finally hooks up in the top of third gear and starts to pull. Rapid just doesn't come close; it's scary quick but without feeling out of control. Remember, this is still the development car, so what I'm driving isn't the finished article but the map feels pretty damn smooth and power delivery is nice and progressive. I guess it's just the whole traction thing. There's no denying that the car is rapid but, call me old and sensible, I can't help but think if I was

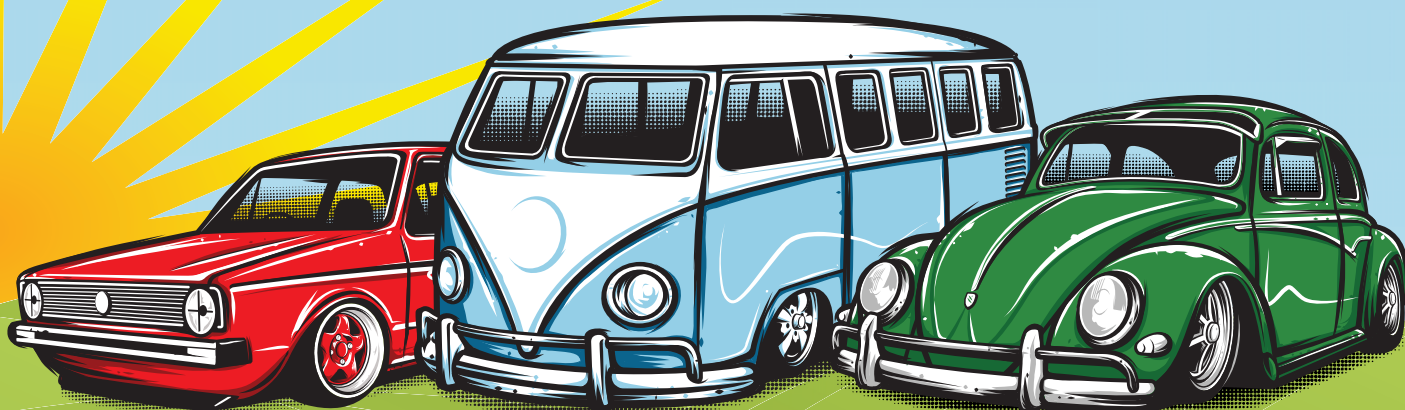
going the full hog and opting for Stage 3 then I'd probably do it in an all-wheel-drive platform. Obviously this is just my own personal opinion, influenced by the Stage 2 car being so damn good as a daily driver. So if I was planning to invest in APR Stage 3 warp factor power then I'd probably save up and start messing with the four-wheel drive Golf R. That said the guys have already achieved 11-second quarters with this very car, so that puts things into perspective. In the right conditions, in the right hands, there is no denying this car is a weapon and if you're after the ultimate hyper-hatch that's also a bit of a handful, then you won't find better. If you're after something that will make you look like a driving God, deliver incredible performance but in a more controlled fashion then hold out for the APR Stage 3 Golf R package, which is going to be pretty damn epic from what we just saw on the APR stand at SoWo.

If you're interested in the Stage 3 GTI kit then keep and eye on APR's Facebook page for prices and a release date or swing by their website and drop them an email ●

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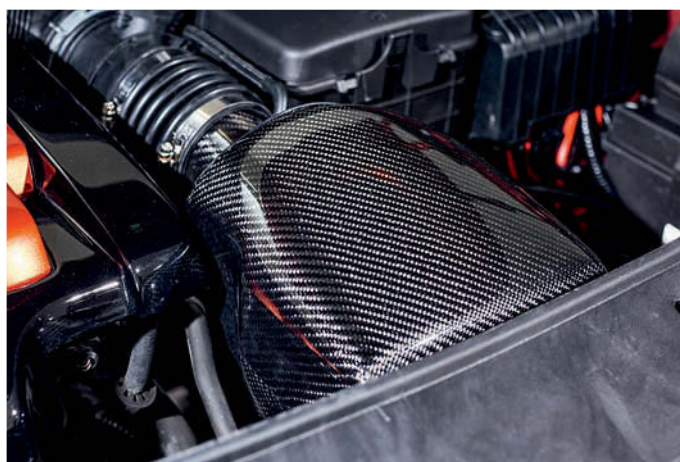


THE CADDY DADDY

Martyn Pugh reckons: "If VW made a Caddy GTI, this would be it." We'd argue what he's created is way better, especially with its epic build cost of £37,000!

Words: Neil Hunt Photos: Si Gray





Caddy builds come in two very distinct treatments: you'll get those that bolt on wheels, do a bit of colour coding and maybe fit electric windows. Then you get a few crazy bastards like Martyn Pugh who spend a dizzying sum on creating something so special that most average Joes ask: why didn't you just buy an R8? I think we can confidently say Martyn's Caddy pretty much smashes the scale when it comes to ludicrous budgets on what is still, essentially, a workman's wheels.

"I added up the receipts for just the parts alone from VW and they came to about £15,000. I daren't add up the seven months of labour and all the rest of the parts it's taken to create what you're looking at," laughs our crazy Welshman. Despite running Newport Autopaint – a painter of only the highest calibre of vehicles – Martyn has still blown an insane amount on going to extremes. "We only paint prestige cars so if we were going to do a Caddy properly, we knew it'd have to be flawless in every aspect. It's been treated like a £100,000 car by me and my boys."

The Caddy was once owned by Martyn's mate before he stuck a con-rod through the side of the engine block. Martyn bought the 2008

Caddy and then searched – with no joy – for a replacement motor. "At that stage I had the itch to build something pretty special and I went to see a mate of mine who's a breaker, initially looking for an engine. I looked at a Touran Sport and realised very quickly that I could not only slot in the engine and six-speed gearbox, but it would be really cool to go all out and fit absolutely everything from the Touran into the Caddy shell. I bought the Touran and back at the unit I soon started getting rather excited!"

The first job for Martyn was to strip the Caddy to a bare shell, with literally not a wire or clip still attached. Martyn always knew he wanted to run rear seats in the Caddy so he swapped over the metal brackets and supports from the Touran floorpan, as well as the seatbelt mounts. With the shell prepped, it was taken into the spray booth and shot over with BMW Yas Marina blue (baby blue to me and you). With the bare shell painted and out of the booth, Martyn was shocked when one of his customers popped by in his Corsa VXR and just happened to comment on the freshly-painted Caddy: 'Wow, British Gas are spending some serious money these days if they're getting you guys to paint their vans!' Well, that was it, and in less than 24 hours Martyn had prepped the shell all over again and

it was rolled back into the booth for a second colour change. There was no way his insane attention-to-detail was going to be mistaken for a gas man's van! And the new colour? This time it was Vauxhall Corsa VXR Chilli orange, taken straight from the customer's car who made the comment the day before.

With the shell painted again, the boys set about transforming the front end of the Caddy to full 2014 spec, with a Touran face-lift. Martyn tells us: "With it just being a bare shell, it was easier to do it then. To get the later wings, bonnet and headlights in, I needed to weld in a section of inner wing on each side from a brand-new Touran to the leading edge of the Caddy inner wing in order to mount the later Touran front panel. With the front panel in place, it meant the positioning for the headlights, wings and bonnet was straightforward. We were working on the engine once it had been pulled from the damaged Touran where it was treated to a new clutch, dual-mass flywheel and a proper service along with cambelt, water pump and, thanks to the low mileage (60,000 miles), some tuning in the shape of a carbon fibre APR air box, hybrid turbo, Audi S3 front-mount intercooler and bigger injectors were all added." With a remap, Martyn reckons the engine is a



DUB DETAILS

ENGINE: Touran Sport 140bhp 2.0-litre 16V TDI engine remapped and modified to 240bhp, Audi S3 front-mounted intercooler, uprated larger injectors, Stage 2 hybrid turbo, APR carbon fibre induction system, custom stainless steel exhaust with twin rear tailpipes, six-speed gearbox

CHASSIS: Bentley 9x20" Flying Spur wheels, colour-coded and rebuilt, 235/35 Toyo Proxes tyres all-round, Audi RS3 front discs, pads and calipers, Scirocco hubs and front Bilstein coilovers, Bilstein rear dampers with lowering plates and axle relocation brackets to move rear wheels rearwards when lowered

EXTERIOR: Full bare shell repaint in Vauxhall Chilli orange, custom Golf R front bumper, R32-style rear bumper, Scirocco mirrors on Caddy bases, 2014 Touran front-end face-lift: bonnet, wings, front panel and xenon headlights, gloss black grilles, side bars, colour-coded rear door badge, rear door spoilers, tinted windows, wind deflectors, door mouldings removed, Touran wiper system (side park)

INTERIOR: Full Touran interior swap, heated leather seats custom trimmed in black Nappa leather with orange stitching, matching trim panels/doorcards, gear gaiter and armrest. Rear seats installed with seats belts, dual zone climate control fitted along with cruise control, electric windows and heated mirrors, Golf R steering wheel, gear knob and pedals, rear of van trimmed in carpet with headlining and trim panels flocked in black

ICE: JL Audio install carried out by SJ Concepts, with Kenwood DVD head unit mated to a reversing camera

SHOUT: All my employees at Newport Autopaint for their hard work and dedication. Thanks also to Saj at Gwent VW for my stereo system, Sinclair Newport for the huge list of parts, Gareth at Welsh Coast Customs for the exhaust, Tom at Pure Auto Valeting, Geff for blasting/powdercoating, John at Leisure Trim for the interior, David at Flock It Newport for flocking and Peter at Newport Autotint for windows



Touran leather seats, custom trimmed (of course), partner matching doorcards and detailing





**"I'D FORGOTTEN HOW
GOOD IT FEELS TO SEE
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healthy 240bhp and has a whole world of torque, taking the workman's wheels to the best part of 150mph.

With the front-end trial fitted it was all removed and prep'd ready for paint. Meanwhile, the entire Touran wiring loom had been unpicked from the car. Martyn was determined to make it work in the van as if he could make it work then the Caddy could run every luxury 'car' feature you'd never normally find in a Caddy. Slowly the Touran was stripped as the Caddy was built up. On went the Touran's cool side-parking windscreen wipers, then the dash, centre console, the wiring for the heated leather, the dual-zone climate control and then, finally, the Touran leather seats in the front and the back. But the one headache Martyn admits nearly beat him was the headlight wiring: "My master technician spent a while trying to get the Xenon headlights to flash the main beam. With every wire inside the lamp units being black, he couldn't work it out, so we approached VW and, because we've got a brilliant relationship with our local dealership, they helped us source a wiring diagram for the headlights and finally we nailed it."

Martyn had already bought a set of Audi RS3 front calipers and new two-piece discs and to make getting them on the Caddy easier he fitted Scirocco front hubs, driveshafts and arms. These were joined by Bilstein coilovers and then, at the back, the rear leaf springs were adjusted down on special lowering brackets and then the

wheels were relocated further back on other brackets as they pulled too far forward when the van was lowered so much. Initially, Martyn ran another set of 20" rims and even with five in the van the wheels, running a stretched 235/35 tyre, have never caught. It was only when the Caddy was close to the Ultimate Dubs launch day that he decided a set of Bentley Flying Spur splits would suit the curves and lines of the van. "I found a set and had to pay proper money for them because I wanted them that badly," Martyn says. "As soon as I got them, I set about stripping the wheels and colour-coding them to match the body, before rebuilding them with new bolts. No need for adaptors here: these bad boys bolted straight on."

In another change of plan before the launch at the Ultimate Dubs show, Martyn decided to pull out the Touran leather seats and trim panels: "As the van was progressing, I knew my standards were getting so high that a standard leather trim wouldn't be good enough. I sent a mirror to Italy so we could get a perfect match for the thread colour. We went for Bentley Nappa leather with orange stitching to really bring the interior up to the standard of everything else we were doing."

Desperate to make the Caddy as refined and smooth as a car, Martyn was prepared to go all out. "I've used a grand's worth of Dynamat everywhere to keep the van quiet. Because I didn't want the potential creases you can get as

you lay Dynamat over the interior rear wheel arch, I pulled the splash shields out from under the van and because the paint under there is brand-new, we covered them in Dynamat and then refitted the plastic splash shields. We've even used Dynamat on the underside of the bonnet behind the factory sound deadening pad." With every inch of interior metalwork covered in trim carpet or trim panels, you'd never know that what you were in started out as an old work van.

Outside, the Caddy was about to undergo its biggest transformation as all the modifications came together, as Martyn explains: "The front end had to be special to match the late-spec Touran face-lift. The bumper is actually two merged together. I spent £1700 on buying two brand-new genuine bumpers and grilles and then proceeded to chop them up: if it went wrong it would have been an expensive mistake. The top edge – where the bumper meets the grille, headlights and wings – is 2014 Touran, mated to the bottom half that's Mk6 Golf R. I cut and plastic welded the two bumper halves together before smoothing the joins for a seamless job that was perfect for the Caddy 'GTI' look."

At the back, he's gone for an aftermarket R-style rear bumper to which he's added his own spin. "The aftermarket ABS bumper was a nice finish but the join between the lower R32 section and the rest of the bumper was none-existent so we'd have had to just paint the bottom section (around the exhaust) black. That wouldn't have



Aftermarket R-style rear bumper was customised to mimic the look of a two-piece item. Genius!



been good enough," points out Martyn. "Instead, we carefully ran a rebate cutter around it to create a groove that better mimics the look of a two-piece rear bumper. Of course, we then had to get a full custom exhaust made to fill those R32 holes."

Martyn was keen to ditch the gigantic van mirrors in favour of something more car-like and bang up-to-date. Rather than go for the obvious Touran mirrors, Martyn got creative, as he explains: "The Touran doors are an inch shorter in height than the Caddy doors so we knew we'd have to use the Caddy base plate and then mate something to it." That 'something' was a pair of Scirocco mirrors and with both them and the Caddy mirrors stripped bare, he cleverly had the idea to aluminium weld the internals together and then fabricate the plastic base plate cover to bring the whole thing together in a seamless factory-look.

Although the precious van was about to be trailered to Ultimate Dubs to ensure that the incredible paint didn't suffer, Martyn kitted out the lavish interior with an audio and AV build so that when it's driven it'll be a car-like experience. The front seats have screens in the back of the

headrests to entertain the rear passengers, while sounds come courtesy of a full JL Audio ICE build including a sub and uprated door component speakers. In the dash you'll find the latest top-of-the-range Kenwood multimedia head unit for entertainment and navigation.

With every screw, panel or clip either replaced or modified, Martyn knew he had something really special on his hands but he wasn't quite ready for the reaction it received at Ultimate Dubs earlier this year, where we took our shots before the crowds poured in. "We'd taken it out for a run at 11pm the night before and I was so happy; there weren't any glitches or teething problems. With all my team also at the show, I knew it was going to be a good one. The reaction to the Caddy was that big, it got too much for me and I had to walk away from it. People were all over it and asking all sorts of questions. I was spun out by it," laughs Martyn in retrospect.

"Since my first magazine feature car – a Cavalier Turbo back in 2002 – I'd sort of forgotten how good it feels to see your car in a show hall. Before the show had finished there were shots of it all over the internet. There's one

I love that's taken looking down the driver's side rear quarter panel and the reflections in it are insane: you can see the faces of people in the distance in perfect detail. I guess that finish is why we've got the reputation we have as a top-end VW specialist."

But the adoration for the Caddy wasn't just kept for the UD show-goers. A couple of weeks ago, someone else fell in love with Martyn's Caddy and, begrudgingly, he let it go. "The guy was so impressed with the van he came in his Caddy and left it with us to paint it properly and drove mine away. This guy is crazy for beautiful Caddys!"

Don't worry, we haven't seen the last of Martyn, though. While the Caddy has gone to a new London home, his local VW dealer is holding a list of hopeful names put forward for the upcoming Golf R400. Martyn's name is there and, like everyone else, he's just got to sit it out and keep his fingers crossed. Although, after seeing what he's done with an old Caddy, we're wondering what he'll come up with if his name isn't picked. Judging by what we've seen so far, it would probably be better than the real thing! ●

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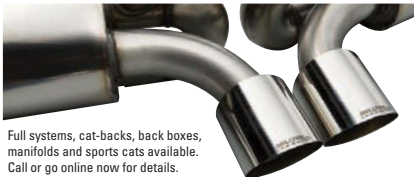
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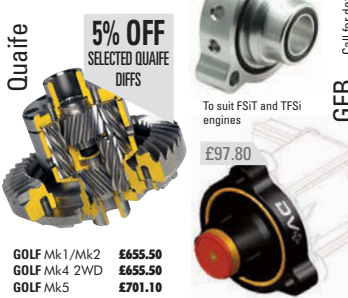
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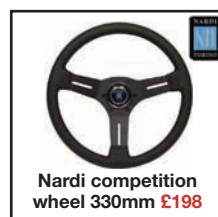
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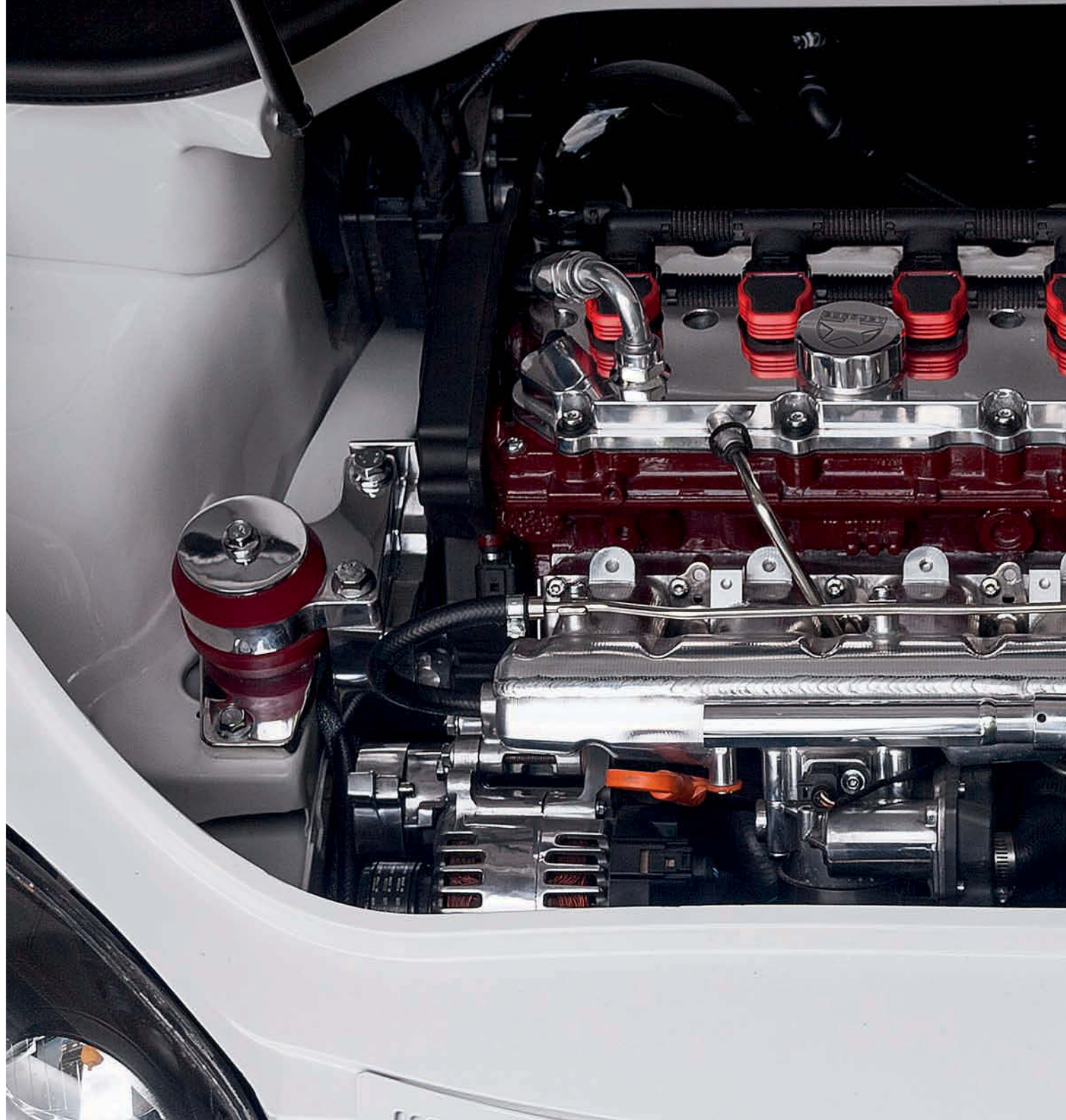


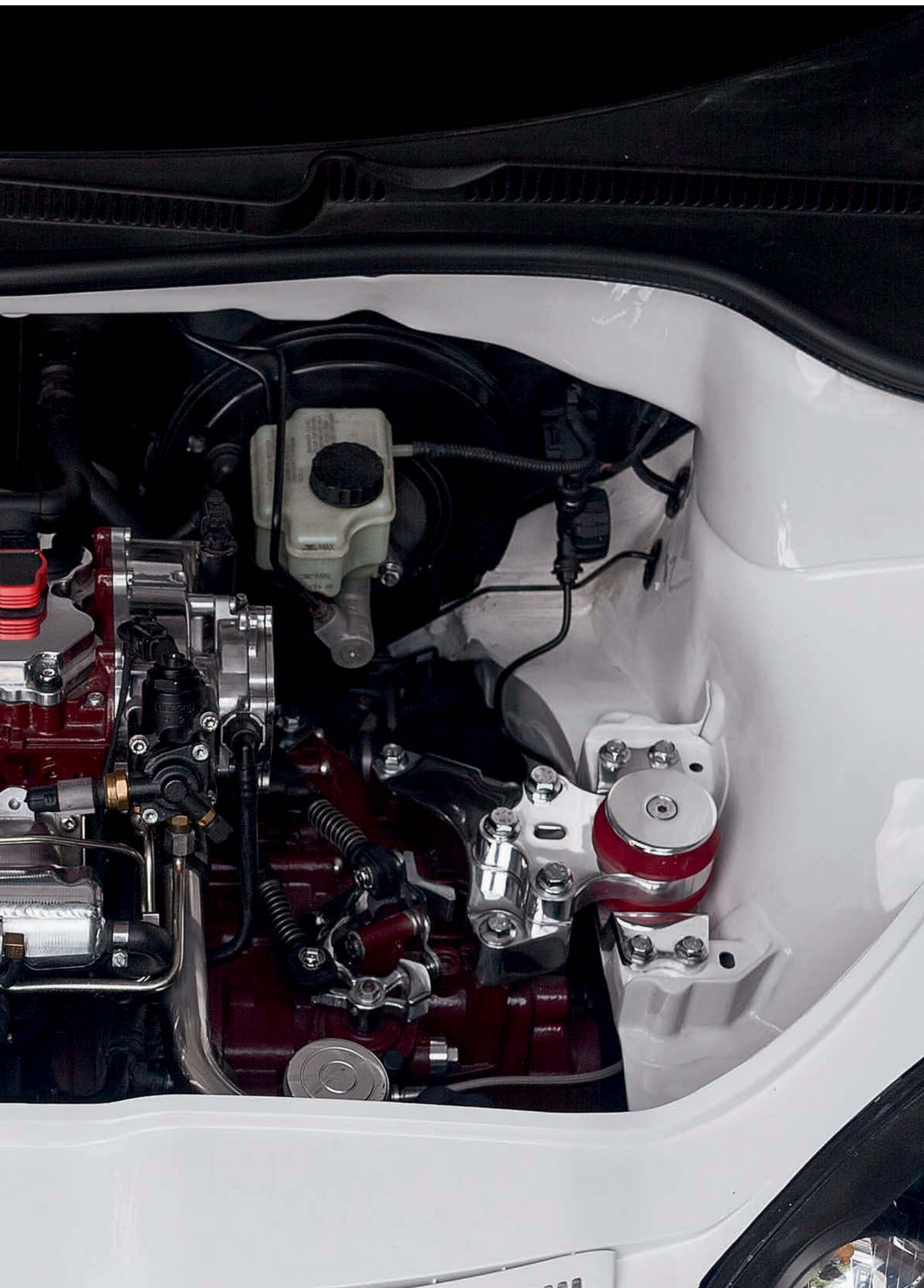
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WALTER WHITE

Bit of a cheesy title, sure, but Walter Henkels has built himself a Mk5 that's purer and cleaner than anything a certain Albuquerque-based science teacher could have cooked up.

Words: David Kennedy
Photos: Anna Taylor







“WHAT ELSE WOULD A SANE PERSON DO WITH A PAID-OFF CAR BUT START MODIFYING?”

We don't think Walter Duke Henkels will mind us saying that he is perhaps not the average PVW feature car owner. First of all, and we're sure he won't be offended by us pointing this out, at the age of 48, our man Walter here is a fair bit older than the average modified Golf owner. Secondly, he lists his occupation on our Q&A sheet as 'Senior Pharmaceutical Consultant: Microbiology, Aseptic Manufacturing, and Facilities' which sounds like a proper job. You get the feeling he's not wasting time on Instagram at work with a job title like that. And thirdly, and perhaps the most tenuously, his name is Walter Duke Henkels which is a pretty badass name compared to, we don't know, your Daves and Steves. Okay, that third point doesn't really make sense, but what we're trying to say is, if you asked us to picture what car a 48-year-old Senior Pharmaceutical Consultant called Walter would drive, it would probably be some kind of restored muscle car or *Cars and Coffee*-esq classic sports car. As you might have guessed however, Walter isn't a man who likes to play by the rules...

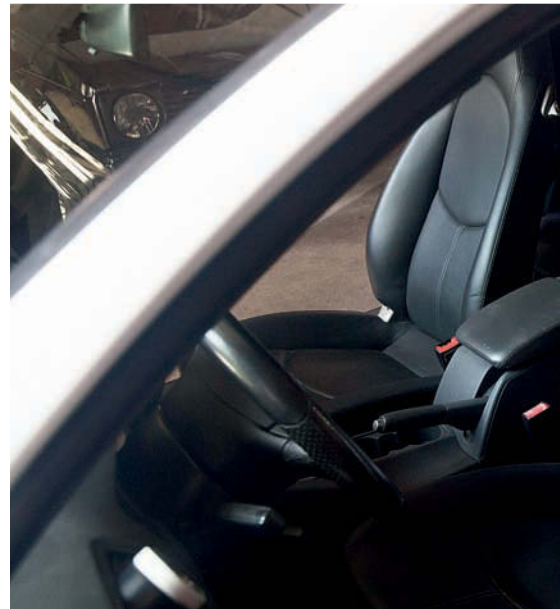
"At the age of 16 my parents allowed me to buy an Oldsmobile 442 (Google it and then picture yourself driving that at 16! ~ Ed), this was a stupid idea as their insurance rates quickly approached the national debt," Walter remembered. "Soon enough the 442 was sold and I got a Type 3 Fastback, talk about being at opposite ends of the speed spectrum!" Despite the drop in power, Walter stuck with the Type 3 for almost three years before moving on to a 924, then a pair of BMW 3 Series and then a Mk2 GTI in 1992.

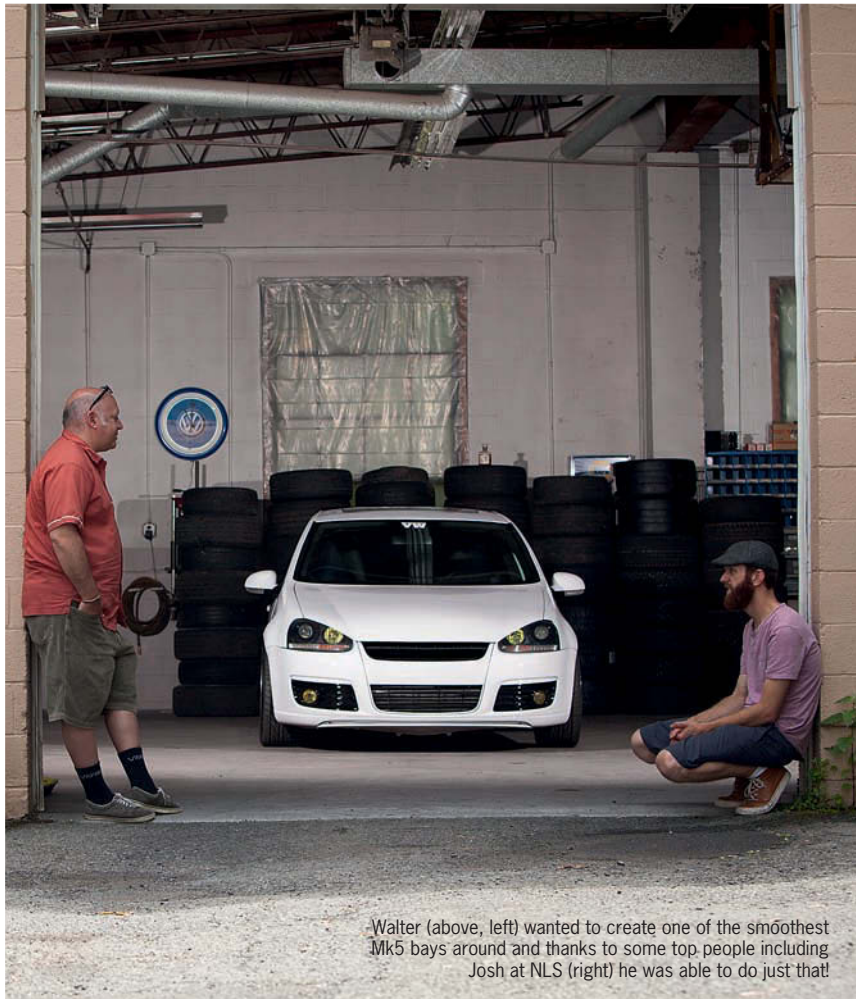
The Mk2 not only started a time when there was always a VW in the Henkels driveway but it also reignited his obsession with modifying cars. "I ended up turning the Mk2 in to a SCCA Autocross car and it became an obsession for me – so much so that it soon became so competent at Autocross that I couldn't keep up as a driver," he remembered.

Jump forward a decade or so to 2006 and our man Walter found himself buying a brand spanking new Mk5 GTI which, by the end of '07, was paid off and, as Walter puts it: "What else would a sane person do with a paid-off car but start the modifying game?" Too right!

"The initial plan was to turn it into a purpose-built speedster," Walter remembers. "A big turbo kit and all the other goodies were bought but afterwards plans got put on hold due to my work travel schedule," he continued. "As my work life calmed down the plan for the car changed to something else, a bit less go and a bit more show..."

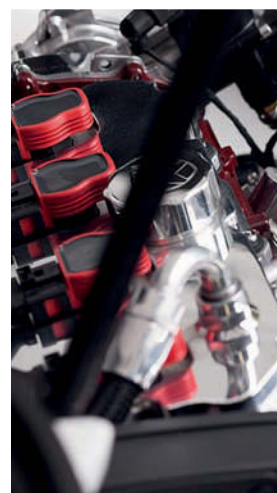
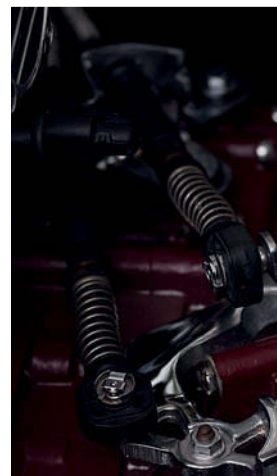
A fabricator whose day-to-day work was hot rods was given the job of pulling all four arches, shaving what needed to be shaved on the body and coming up with the custom hood. Unfortunately, however, things didn't go to plan at all. "When it all went wrong Jay Lehrmann came to the rescue," Walter smiled. "I'm thankful to have Jay as a friend; he fit the corrections that needed to be done into his busy family life and put a smile back on my face." The list of body modifications is extensive. A Euro-spec GT bumper was brought over, then smoothed off for good measure. The door mouldings, side sills and the exhaust cut-out on the TDI-spec rear bumper have all been removed, shaved over and





Walter (above, left) wanted to create one of the smoothest Mk5 bays around and thanks to some top people including Josh at NLS (right) he was able to do just that!

“
ALL I WANTED WAS FOR
IT TO BE SMOOTH...
KIND OF LIKE A MARSHMALLOW!
”





A smoothed bay is nothing without an equally tidy motor and this is without doubt one of the neatest TFSIs we've seen



expertly filled. All four arches have been rolled, pulled and pulled some more and then everything that could be colour-coded has been colour-coded.

"All I wanted was for it to be smooth... kind of like a marshmallow!" Walter smiled. "The Euro GT front bumper, the TDI rear bumper, the body rails, the doors, the hood into the front quarters, everything had to be smooth and flow together," he continued. "I think it has been pulled off very well without going overboard with things like door poppers and the like."

Walter didn't just want the car's exterior to be as smooth as it could possibly be, he wanted the engine bay to match as well. "I was looking at the modified Mk5 scene and I had yet to see a shaved bay executed to my liking," Walter explained. "When I think of a shaved bay all I want to see in the lump, no wires, minimal piping, crazy neat and thought out," he continued. "There was nothing like that out there I thought so it became my goal."

Jay Lehrmann was once again tasked with the difficult job of making the Mk5's engine bay as clean and as smooth as possible. As anyone's who has attempted to smooth a modern engine bay will know, it's certainly not an easy thing to do. New engines have so much more going on than old-skool motors do, with probably ten times the amount of sensors, wiring and electronics to worry about. "The relocation of the fuse boxes was a real pain," Walter explained, "there was a lot of wiring involved." Sure enough, Jay soon had the bay looking absolutely awesome and ready to drop the motor back in. While he had been busy in the booth Walter and the team from Nothing Leaves

Stock had been working on the engine itself getting it ready for its new clean home. Walter may describe the work that's taken place as a bit of polishing and the relocation of some pipework but we all know that making any modern engine look this good is a tough job.

The shiny bits include a Regal Autosport CNC intake manifold, a Eurojet valve cover, VF Engineering mounts and a custom catch can and intake made by Nothing Leaves Stock itself. Mix in the almost-burgundy paint on the block, head and gearbox and the whole bay just works so perfectly together with a real hot rod vibe to it. A Eurojet front-mount, throttle pipe and discharge pipe setup, AWE exhaust and GIAC software all come together to give the Mk5 a decent boost in the power stakes, although not the boost Walter had planned for originally. "It's funny really when you think about it, the engine setup is nothing like I wanted when I first got the car," Walter smiled. "I think if I had the option to do it all again I would consider a bigger turbo but then I think it looks so good as it is, and anyway, I've got a tuned Mercedes ML550 if I want some comfortable speed."

The Nothing Leaves Stock name should be one that is more than familiar to regular PVW readers. In fact, we featured Adam Strunk's Mk1 last month that was also affiliated with the Pennsylvania-based power house and over the years have featured countless cars sporting NLS stickers, with many more to come too. Nothing Leaves Stock main man Josh Paashaus doesn't just run one hell of a business in Center Valley, Pennsylvania but he's also the force behind the popular show Cult Classic that takes place every summer just down the road from his



“
WOULD I EVER DO AIR?
NEVER, NOT EVER.
I'M A STATIC PERSON!
”



shop. “I first met Josh when I needed some custom brackets made for the Cayman seats for the car back in '07,” Walter started. “From that point on our friendship grew – we help each other out with work and life-related things, drink bourbon, go shooting and just hang out. Close friends are few and far between and I consider Josh and the NLS family to be some of my very best friends.”

It's the engine and bay that Walter and the NLS team have put together that really make the car in our eyes. It seems that every time you look at it you spot another detail you hadn't seen last time. We've said it before and no doubt we'll say it again but Americans just seem to know how to put together a cleaned motor in a smoothed bay better than anyone else.

In fact, we think the only other smoothed bay Mk5s we've ever featured have been wearing US plates: Ben Peterson's GTI in PVW 08/13 and Melissa Taimanglo's Rabbit in PVW 09/09 being just two examples that come to mind. Maybe it's because people in the US scene have grown up with the hot rod culture being such a huge influence? Because as we all know hot rods are the undisputed kings of making an engine look like a piece of art. It's not just VWs and hot rods too, look at some of the incredible Japanese cars coming out of America with bays as smooth and engines as well put together and finished as perfectly as anything Europe's VW masters can do.

Right, back to Walter's car: “I've been through many sets of wheels; I was the first to run Mercedes Alphards, I've had RH Crosslines, DPEs, Hartmann RS4s and iForged Retros,” he smiled. “I loved the Crosslines but I thought that they did not fit the flow of the car that I wanted,”

he continued. “By chance, while working in Southern Californian, I stumbled on these 20-spoke Mercedes Benz wheels with polished lips. As soon as I saw them I knew I had to have them, they were exactly what the car needed.” As for suspension, somewhat unusually for a Mk5 more focused on show than go, there are no compressors, bags or management systems to be found anywhere.

“The car is running Bilstein PSS10 coilovers,” Walter confirmed. “Do I wish it was a half inch lower? Yes. Do I want to sacrifice the performance of the PSS10s? No, definitely not.” You get the feeling our man Walter here has answered that question a lot: “Would I ever do air? Never, not ever. I'm a static person through and through! I only like air on lead sleds (a type of hot rod).”

Speaking to Walter you're left in no doubt that he's a man who is very happy indeed with how his car came out, even if it didn't quite fit the design brief he had cooked up in his head before starting the build. “There really is nothing I dislike about the car except that it is not slammed on air, but that will never happen while I own the car so it's not worth thinking about,” he explained. “One day I might retrim the interior but at the moment, I'm perfectly happy with how it came out,” he continued. “It was a fun project for sure, the collaboration between all my friends was undoubtedly the best part, I'm not being humble, this simply wouldn't have happened without their help.” And as his moment fun moment of the build? Well that's an easy one for Walter to answer. “The most fun moment? Putting down the tools and brainstorming while drinking bourbon at Nothing Leaves Stock, simple.” ●

DUB DETAILS

ENGINE: 2.0-litre TFSI with Regal Autosport CNC intake manifold, EuroJet valve cover, VF Engineering engine mounts, EuroJet front-mount intercooler with throttle pipe and larger discharge pipe, custom NLS catch can and intake, R8 'Red Top' coil packs, Optima Red Top battery relocated to boot, GIAC software, AWE dump valve, EIP SS and STS kit, B&M short shifter, AWE turbo-back exhaust with German 200 cell cat

CHASSIS: 19" Mercedes 20-spoke wheels, Bilstein PSS10 coilovers, AutoTech rear anti-roll bar, Stern subframe brace, StopTech big brake kit at front StopTech discs at rear, stainless steel brake lines

EXTERIOR: Full respray in special extra bright Candy white, shaved Euro-spec GT front bumper, door Moldings, side sills and TDI-rear bumper, pulled and rolled arches all-round, custom boser bonnet

INTERIOR: Porsche Cayman front seats, Defi boost gauge in AWE mount, Defi oil pressure gauge, OSIR Mantis, Kenwood DDX8019 head unit, MB Quart two-ways front and rear speakers, Alpine PDX 4.100 and PDX 1.600 amplifiers, JL 10W2 subwoofer in custom enclosure, Monster interconnects

SHOUT: Of course my friends Josh Paashauss and Jay Lehmann for their help on the body and engine – without them none of this would look as perfect as it does. Nothing Leaves Stock, the most honest and professional shop I have ever dealt with. My sons who keep me in this silly game, one that a 48-year-old man should not be in and my wife Lori because she hates cars but loves me. Finally, Real for being exactly that

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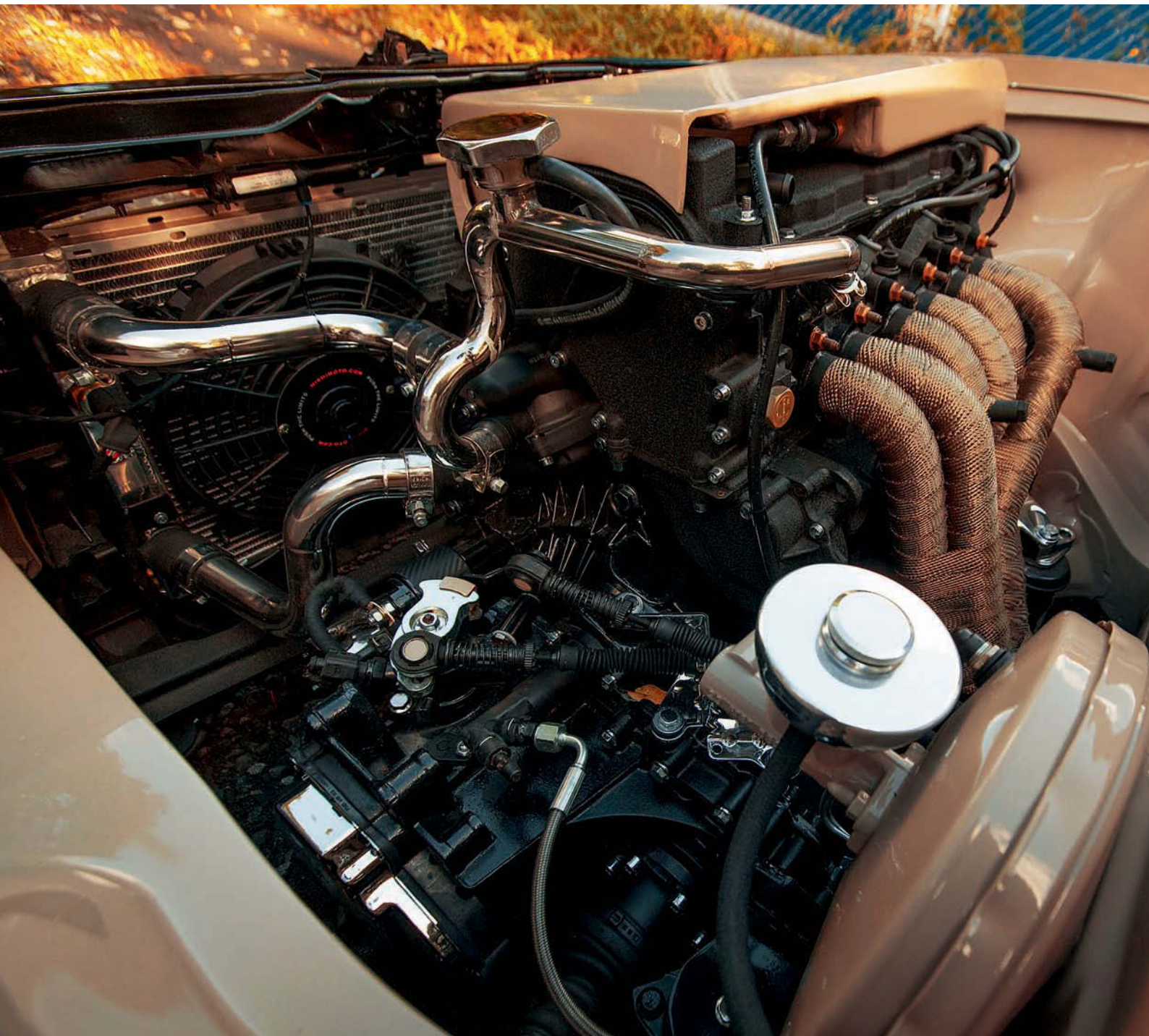
HOT DAWG

Looking to take home the top prize in Top Dawg at H2O International this summer? Take a lesson from Davide Scarsini's Mk4 here, this is how you do it.

Words: Tony Saggu
Photos: Rick Di Corpo







If you're looking for some of the hardest fought rivalries of all time, history can serve up a barrel full of real classics: Senna vs Prost; Ali vs Frazier; Pepsi vs Coke; Ford vs Ferrari... the list is a long one and the passions are always red hot and toasty. Business, religion, politics or sport, each camp is ever-ready to sound off at the drop of a hat as to the superiority of its side. Although, famed fiery feuds over gloved gladiators, soft drinks and fast cars pale into insignificance next to the big one, the rivalry that surely dwarfs all others, the legendary VW dilemma of the new millennium. If you were in the market for a new VW a decade-and-a-half or so ago, there was really only one argument to be settled: VR6 or 1.8 turbo. Around the dawn of the new millennium the air was thick with talk of narrow angle six shooter configurations giving way to 20-valve four pots, natural aspiration slapping up forced induction, old hardware and

new software with common ground seemingly nowhere. We're not joking when we tell you we literally witnessed fist fights over four- or six-cylinder superiority; tensions over turbos, six-cylinder spats and brawls about boost were commonplace. Back then, even now, you picked a side and stuck with your powerplant preference; people were serious about their allegiances and didn't mind telling you so. Clued up gearheads knew their numbers and could fashion convincing arguments based on facts and figures to challenge all comers; six or four, they knew the score.

Montreal mechanic Davide Scarsini is no stranger to the fray. His 2000 GTI was one of the models at the heart of the debate. The new Mk4 chassis was fresh on dealer showroom floors in the US and Canada, the VR6 had already established itself as king of the hill in the Mk3 models, but European exported myth and legend

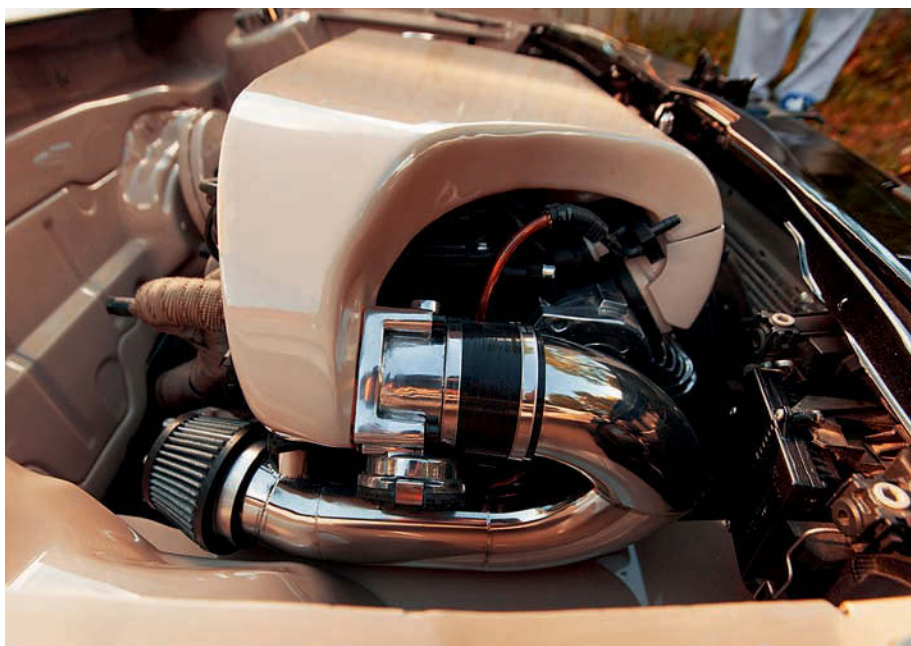
swirled around the newly available 20-valve turbo 1800. GTIs were offered with both motors and that was enough to set the car among the penguins. "Yeah, I remember all that stuff," recalled Davide. "You were on one side or the other back then." We were sure Scarsini would regale us with all the pertinent facts and figures to back up his decision to go with the six over the four. Surely the smooth power delivery, uncomplicated naturally aspirated design, proven performance and available six-speed gearbox put the VR out in front. "Well, honestly, erm... it was none of that really," he admitted sheepishly. "I think it had something to do with that ridiculously sexy sound the VR makes!" A little dig into his past adventures in four wheel fun and games reveal something of a fascination with aural pleasures; Davide man likes to keep his ears happy behind the wheel. "I can't really deny that," he admitted. "My first car was a '94 Corolla with a

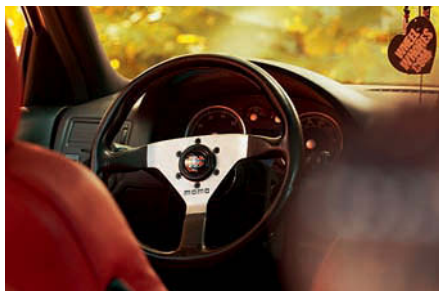


“THERE ARE AREAS IN THERE THAT I PUT LITERALLY WHOLE DAYS INTO THAT ARE HIDDEN OUT OF SIGHT”

huge sound system in it. It had a thrown together turbo kit and I cut the springs to lower it.” A Dodge Durango SUV soon followed the Toyota, “dropped on 22s” with a stereo to wake the dead. “It had seven TV monitors in it including two in the doors,” explained Davide in all seriousness. The penny finally dropped about half-a-dozen years ago though; our man discovered Dubs and set about putting his mark on the scene.

“I bought the GTI from a friend of mine with a few simple bolt ons and a really clean body back in 2007,” Davide told us. “It was actually late on Christmas Eve; we had a tradition of going bowling with a group of friends that didn’t see much of each other during the year. Well one of my friends showed up with his ‘new’ car. After checking it out and talking about it for a while I told him to call me if he ever decided to sell it. That’s exactly what he did about a year-and-a-half later. The main reason I bought it was





DUB DETAILS

ENGINE: 12v VR6, Autotech 262 cams, HD springs, 7lb flywheel, Mk3 custom intake manifold, modified aftermarket headers and Mishimoto aluminium radiator with custom mounts, 10" Mishimoto slim fans, all coolant lines in stainless piping, custom spark plug wires, full 3" Vibrant exhaust, C2 Motorsports software, lightweight pulleys, A/C and power steering removed, relocated coilpack, Quaife LSD, six-puck clutch, steel braided clutch line, Forge Motorsport short shifter, chrome hardware, custom Mk3 engine mount conversion, shaved engine bay, shaved rainray and wipers, custom brake lines, Haggard Fab brake fluid reservoir

CHASSIS: 9.5x17" and 10x17" CCW LM5 wheels, Air Lift Slam Series air suspension, Autopilot V2 management, Neuspeed rear anti-roll bar, Yarrowsport rear strut bar, Audi TT front spindles/control arms/brakes, 20th anniversary rear brakes

EXTERIOR: Respray in Fiat 500 Mocha Latte paint, Euro-spec front bumper with rubstrip smoothed and colour-coded, 4Motion front lip, 20th Anniversary sideskirts, shaved wing indicators and door mouldings, Euro-spec stubby mirrors and rear bumper, 20th Anniversary rear valance with shaved exhaust cutout, shaved trunk handle and antenna, OEM Euro HID headlights, red tinted tails, air solenoid to open bonnet, smoothed and painted rad support, air horns

INTERIOR: 337 Recaro seats recovered in diamond stitched Brick Red leather, diamond stitched leather doorcards/armrest, leather shift boot and handbrake, brushed aluminium trim, Audi TT pedal set, vintage Momo Corse steering wheel, R32 cluster, red stitched A/B/C-pillars, rear seat delete, custom roll-cage, air tank and compressors float mounted with copper hardlines, custom console with moulded iPad Mini/Autopilot v2, radio mounted behind passenger airbag, five-channel, Soundstream amp, Infinity speakers all-round, 10" MTX sub in custom enclosure

SHOUT: Everyone at Strasse Autowerks, Vitali, Anatoli, Peter, Jeremie Berube, 2Locrew, all my friends who helped me out along the way and, last but not least, my girlfriend Sarah, who had to put up with late nights and lots of car talk

Brick red and diamond stitched 337 Recaros look absolutely on point against the Mocha Latte paint



because it was in such perfect condition, except for a few rock chips here and there and because it had a VR in it. Aside from half-an-inch drop and Koni Yellow shocks it was pretty factory stock."

Davide confesses that the car you see gracing these pages was never really part of his plan; as with so many daily driver projects, things snowballed out of control. "I started doing little modifications first and, as time passed, things started to get more and more involved," he recalled. "After a while I decided to go ahead and just build the car the way I wanted. Two-and-a-half years later the car is as you see it. A simple no name cold air intake started the lad down the slippery slope. Getting a job at Strasse Autowerks, a renowned Canadian VW/Audi tuning firm, sealed his fate... and that of his bank account. Davide reckons the project has been an ongoing evolutionary process. There has been a fair amount of chopping and changing, parts



have come and gone and there have always been several jobs up in the air at any one time.

Slapping a cold air intake on the big six and pretending he was content was never going to fly; Scarsini had a vision of how the motor needed to look, sound and perform. "It took a few attempts but I think I'm pretty happy with it now," he explained. The factory VR6 12v engine has, of course, been retained but everything in and around it is light-years away from anything Wolfsburg promised in the Mk4 catalogue.

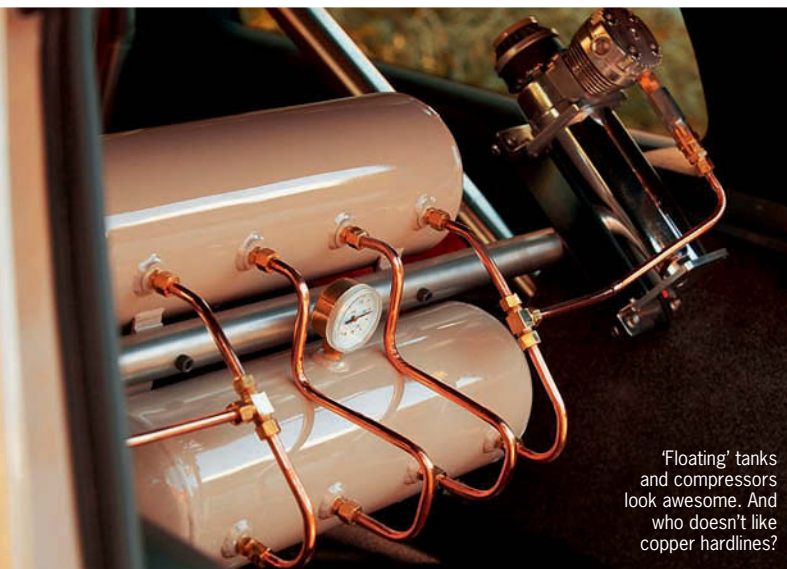
Though the seven year old running gear was only gently used when Davide got his mitts on it, a full ground-up rebuild was deemed mandatory; that was the kind project he had in mind: no bolts left unturned. "I knew I was going to spend a lot of time and energy shaving the bay, so the engine was going to have to come out anyway," recalled Davide. "I had a lot of plans on how I wanted everything to look in the engine bay and

completely changing the look of the engine itself was a big part of that. With so much detailing and custom work to do, taking the motor apart just made things easier. I figured there was no sense splitting the engine without rebuilding everything while it was apart."

Smoothed is something of an understatement to describe the underbonnet architecture. The metalwork is shaved to within an inch of its life and all the accessories are well and truly tucked. "I had originally done it a few years back but it still had a rain tray and hoses going to the firewall," explained Davide. "I wanted it to be perfect, so the engine came out again and I spent many hours sitting in the empty bay welding and grinding every inch. I kind of got a bit OCD about it eventually; there are areas in there that I put literally whole days into that are hidden out of sight." Mk3 engine mounts were welded in simply because Davide reckons they

have a cleaner look. Curved metal plates were skilfully formed, then welded and smoothed into the bay. "The heating, air conditioning, ABS system and wipers were all removed. All wiring was extended, rerouted and tucked and the ECU was installed under the dash inside the cabin," he told us. The heavily nipped, tucked, trimmed and smoothed Mk3 intake manifold dominates the underbonnet landscape and gives the whole engine room an almost throwback character. Whether it's the retro colour or classy smoothed curvature of the piece, it all harks back to custom Mk2s and Mk3s of yesteryear. Cunning styling strategies such as relocating the coilpacks out of view, using more astatically agreeable Mk3 custom headers and limiting the colour palette on and around the engine all add to the overall effect. This is what kinetic artistry looks like; it's a mechanical masterpiece.

If the engine room is a celebration of dapper



'Floating' tanks and compressors look awesome. And who doesn't like copper hardlines?



awesomeness, then the party continues into the cabin. Subtlety may not have gotten past the doorman but ice-cool style just swaggered in with a blonde on each arm. 337 Edition diamond stitched striking scarlet LM Recaros form the centrepiece. In any other interior they might be the stars of the show but a matching rouge retrim of all the surrounding surfaces in soft leather, all framed by a custom-crafted polished alloy roll-cage makes the whole package a clear winner. "I wanted to get a little creative with the air-ride and stereo install," revealed Davide. "At the front, the headunit is hidden in the passenger front airbag location; its normal place is taken up by a custom console with an integrated iPad Mini and the Autopilot v2 management remote." The boot build is certainly a little creative; there aren't any bungee cord-anchored sub boxes or strapped-in air tanks here. The tanks and compressors are artistically displayed,

suspended on a Yarrowsport strut bar. The entire floating setup is connected with skilfully formed polished copper hardlines. The aerial air ware leaves the boot floor free for a sizable yet discreet sub and amp enclosure. In case you hadn't guessed already, the high-power multi-speaker system is plenty loud. The exterior, by contrast, is toned down and a touch more subdued. It's a classic case of picking the right colour and letting it do all the work. The list of parts adorning the body are fairly standard on any given fettled fourth gen. The liberal use of the Euro catalogue and a little selective shaving of panels are old chestnuts; what really sets Davide's Dub apart, though, is the monochromatic Mocha Latte topcoat tying the whole project together. Custom-made CCW rims do nothing to detract from the classy character of the GTI. Careful attention to sizing ensures more emphasis on class rather than the all too

common shock value cop-out. The overall throwback mood is captured with deep lips and stretched rubber. Setting the shell down perfectly over the hoops comes courtesy of Air Lift Performance. "Chassis-wise I really wanted to be on air to be able to drive at a decent height on long trips and the bad Montreal roads," explained Davide. "I went with an Air Lift Slam Kit with the Autopilot V2. The front spindles, control arms and brakes are all from an Audi TT."

The collection of mods together with the Mocha set a tone of new-age style steeped in retro chic, a gloriously difficult juxtaposition to pull off this well. "I finished the build right before H20 International last year," said Davide. "Everything was untried so I decided to trailer it down for the show. The response from everyone was overwhelming. To my surprise I won 'Best of Show Wild' and first place in my category." Unrivalled, with the silverware to prove it ●



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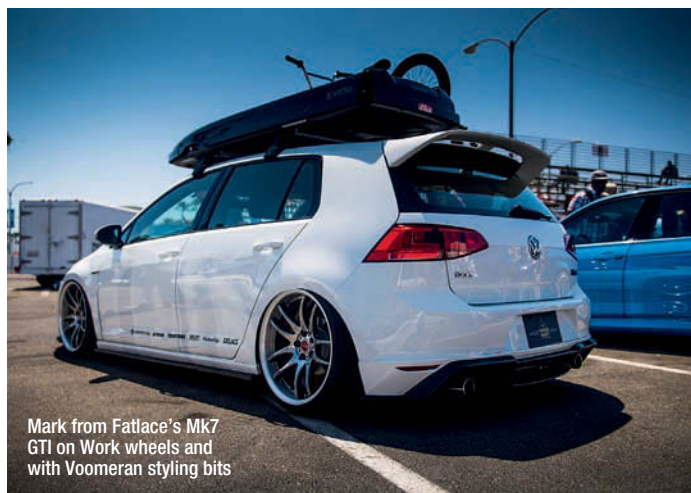
CALIFORNIA DREAMING

Typical English mixed springtime weather getting you down? Then don't look at this show report from the Offset Kings event in Long Beach, California. Seriously...

Words: David Kennedy Photos: Alex Bucur

Unless you've managed to get this far in to the issue this month without seeing the front cover, you won't need us to tell you that we went along to the first round of the Formula Drift series at Long Beach a while back. And while we went there to bag a spectacular cover car in the shape of a certain *Top Gear* USA presenter's 900bhp Passat, have our lungs filled with the smoke of a thousand pairs of burnt tyres and learn all about clipping points, entry angles and tandem brackets, we also took the opportunity to check out the Offset Kings event that also went on over the weekend. This year was the second annual running of the Offset Kings event that follows the Formula Drift series around the US and beyond and while you could say it is something of a side attraction to the main event on track, it's large enough to be classed as a show in its own right. Well, it is one of the first big events in the Southern California show season, so what did you expect? Southern Cali doesn't do anything car-related by halves!

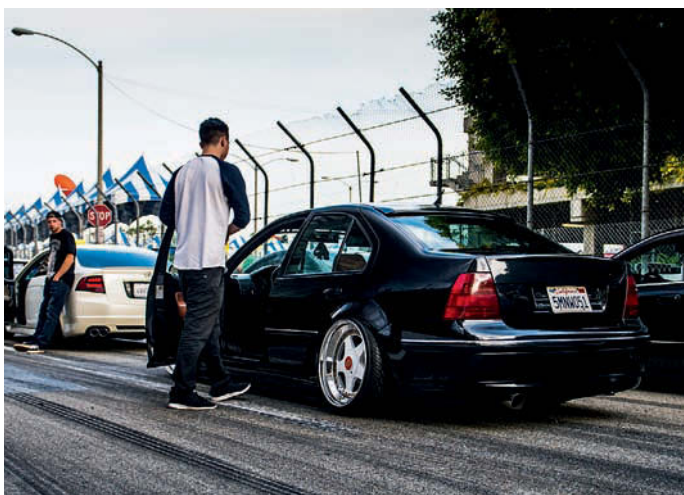
Offset Kings is a multi-marque event which we really like as there are so many 'VAG only' events on the calendar. Of course, being a show held in Southern California, not only does Offset Kings Long Beach get some



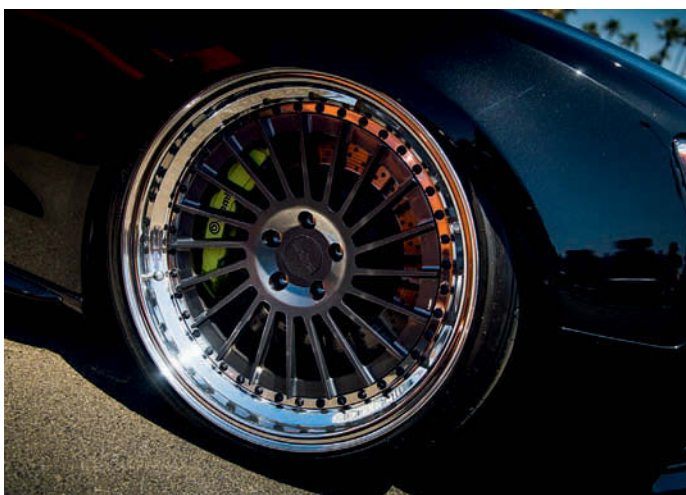
Mark from Fatlace's Mk7 GTI on Work wheels and with Voormer styling bits



10-11/04/15
 OFFSET KINGS
 LONG BEACH GP
 STREET COURSE
 CALIFORNIA



Yeah, we'll have this one we think.
 Just a ridiculous amount of want.
 That spoiler!





spectacular weather but also some amazing cars in attendance too. We don't think we've ever seen so many RAUH-Welt Begriff Porsches in one place – we counted five, out of a reported 20 or so on US shores at the moment. There were plenty more modified Porsches on display too that hadn't had the RWB treatment which made us feel slightly sad that we'll never get to own, let alone modify cars like that! On more familiar territory, Brian Hendersen of Rotiform fame brought out his A7 on HP Driveteck suspension and stunning CCV wheels. We were also digging Mark from Fatlace's white Mk7 GTI with its Work wheels and Voormer styling parts, the turquoise green BMW E38 on M System Turbines, the black Mk4 Jetta on white-centred five-spoke splits and Boden Autohaus's 3 Series wagon on 20" HRE wheels with green lips that worked great with the green decals on the body and its colour-coded front lip.

There were more Japanese cars present than anything else, with everything from BRZ/GT86/FR-Ss of all styles to a cool SR20DET-swapped Datsun 510. And while we don't think we'll ever 'get' the extreme camber thing, it seems a lot of people do judging by the amount of Japanese cars sporting the wheels-falling-off-look. We're also not too sure about covering your car in anime-inspired graphics either but well... each to their own. That was the thing about Offset Kings, though, there really was virtually every corner of Southern Californian car culture present. Throw in some traditional Southern Cali (read as: annoyingly stunning) weather, and palm trees in the backgrounds of photos and you've got yourself an event certainly worth attending.

The Offset Kings road show will be at every round of the Formula Drift series this season including rounds in Atlanta, San Francisco, Chicago, Fuji, Washington, Texas, Montreal, Irwindale, Okayama and Guam. You can find out more at www.fatlace.com/offsetkings and, should everything go to plan, hopefully some more show reports in these pages over the coming year too ●



The CCV is one of our favourites of the recent designs to come from Rotiform



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0.05
16" 18"
From £490



0.04
18" 19"
From £815



0.06
18" 19"
From £765



0.01
18" 19" 20"
From £565



0.08
20"
From £1189



0.05
18" 19"
From £640



DR CHR
18"
From £411



EX 15
18" 19" 20"
From £574



CS LITE
19" 20"
From £653



EX 14
19"
From £725



EX 3
17"
From £494



EX 22
22"
From £1346



EX 10
18"
From £574



EX 4
15"
From £366



ST 5
15" 16"
From £360



ST 7
15"
From £383



ST 9
18"
From £555



SL 1
15" 16"
From £599



SLC 1
18"
From £791



FX 004
15" 16" 17" 18" 19"
From £339



FX 10
17" 18"
From £359



CS-4
17" 18"
From £679



CS-5
17" 18" 19"
From £679



SR
17" 18" 19"
From £679



CX-R
18" 19" 20"
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18" 19" 20"
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19" 20"
From £1499



CK
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From £839



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18" 19" 20"
From £549



ISR 6
19" 20"
From £879



ISR 10
19" 20"
From £879



ISR 8
19" 20"
From £925



CSR 3
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18" 19"
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ISR 5
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From £449



EXILE
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From £412



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From £255



935
18" 19" 20" 22"
From £480



BLAZER
16" 19" 20" 22"
From £366



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ZEUS
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EROS
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DAPPER LAUGHS

It's no wonder people are envious of Dapper founder, Rodolfo Lamaestra – the guy appears to spend his life jet-setting around the world attending car shows, visiting exotic places, building killer show cars and generally living the dream. It all revolves around a deep love of cars though, he claims. We pry a little deeper...

Words: Elliott Roberts Photos: Rodolfo Lamaestra



By the time you read this 27-year-old American, Rodolfo Lamaestra, will have sold this totally custom, wide-body, big turbo S4 and in its place will live a Guards red Porsche 964 which, since he moved to LA, has been bagged and dropped over upsized BBS RS, chrome-plated, of course!

Click on his Facebook page and you'll find profile pics of him hanging out with super-hot chicks at exclusive parties, travelling the globe to meet up with friends and attend car shows, etc. It's no wonder certain people may have the wrong

idea of Rodolfo and members of his Dapper car club. The thing is, everything, and we mean everything in his life appears to revolve around a deep love of cars and fashion. He claims his car is an extension of his own style and what's wrong with wanting to look good or striving for the best? Perhaps he has a point. Have we all just turned into a nation of green-eyed haters?

Unless you've been living under a project car for the past few years then you can't fail to have clocked at least one 'Dapper' decal sprawled across a car's windscreen, be it on a showground or in the pages of this very

magazine. Having been the member of a number of car clubs over the years, after a while Rodolfo decided he'd like to start up his own following and Dapper was formed. But what is Dapper all about? What makes this guy tick? And how could he sell such a stunning car in the first place? We put Rodolfo under some real scene pressure here to set the record straight once and for all and were pleasantly surprised to discover a genuine power junkie, who isn't obsessed with air-ride or scene beards and actually talks a whole lot of sense, although he does admit to wearing a flat peaked hat... but only on sunny days!

PERFORMANCE VW: Before we even talk about the S4 or your previous car history we'd like to discuss Dapper and set the record straight. We know there are a load of people out there that think Dapper is all about rich kids with expensive nu-wave cars that wear flat-bill caps, their pants too low and sport an obligatory scene beard. Is that the case and is there really a Dapper dress code?

RODOLFO LAMAESTRA: Those are all terrible misconceptions. Most of our members are in their mid- to late-20s and own cars over a decade old. I like to wear caps on sunny days, my pants waist level and I don't sport a scene beard. There is no spoken dress code for the group but I do like to look fashionable when I leave the house.

PVW: In your own words then, and for the people at home (and the haters), tell us when you formed Dapper, why, and what Dapper stands for?

RL: I started Dapper in 2012 because I wanted to create my own group. I'd always been part of other groups, it was time to be a leader. By definition it means: 'neat and trim in dress, appearance, or bearing.' I thought the term suited my lifestyle rather nicely, especially with my taste in fashion and cars. We tend to go for OEM+ fitted vehicles.

PVW: Now we've been in contact with you way before you formed Dapper and know you're a petrolhead through and through, but for anybody not aware, talk us through your previous modified car history?

RL: I've owned and modified an Audi B5 A4 (1.8T Stage 3), Audi B5 S4 (2.7T AWE Stage 3), this Audi B5 S4 (3.0T Stage 3 / RS4 wide-body conversion), then a Volkswagen R32 (3.2 Stage 2) and now my Porsche 911 (3.6 Stage 1)

PVW: What got you into VWs and Audis in the first place?

RL: My dad used to track his Porsche when I was younger, so naturally I got into cars because I looked up to him. I chose VW/Audi because they seemed like reliable brands with plenty of potential. At the time my goal was making power, so I experimented with turbo cars in particular. The 1.8T was great but I was left craving more power, so I moved onto the 2.7T platform. With minimal work it could achieve impressive horsepower figures that trumped the 1.8T.

PVW: How long have you been reading *PVW*?
RL: I've been reading *PVW* for about five years now. It's my favourite magazine in terms of quality and content (*we're very flattered ~ All!*)

PVW: Please tell us the exact year of production and the model of your car?

RL: It's a 2001 Audi S4 with 3.0-litre RS4 wide-body conversion (*remember they never got the wide-body B5 RS4 Stateside ~ Ed*).

I GREW UP AROUND CARS, SO IT'S IN MY BLOOD. I'M FAR TOO IMMERSED IN THIS TO EVER GIVE IT UP...



DUB DETAILS

ENGINE: Eurospec 3.0 long block (ELB 100 031 3.0T 8.5), Eurospec forged rods, Eurospec cams, forged JE Pistons, 8.5:1 compression, extrude/honed manifold, titanium valves and retainers, RS4 LOBA CF Y-Pipe, engine mounts, upper inlets, inner Inlets, K04 RS6 hybrid turbos, AWE tubular manifolds, MAF housing, MAF silicone hose, side-mount intercoolers, AWE Twin 1 exhaust (welded to 3" downpipes), REVO tune (exclusive serial port for my built motor/Stage 3 setup), Bosch fuel injectors, NGK spark plugs, Forge 007 diverter valves, polished oil cap, coolant cap and transmission cap, X1 carbon fibre intake, Venair Silicone TBB intercooler silicone hoses, Apikol Y-pipe silicone hoses, powdercoated valve covers, carbon fibre engine covers, NX 150 shot kit (not installed). Transmission: CM six-puck Stage 4 clutch, CM lightened flywheel, AWE drivetrain stabiliser, JHM short-throw shifter, JHM linkage, JHM Selrin stabiliser bushing, 034 density mounts, fully cryo'd/built trans

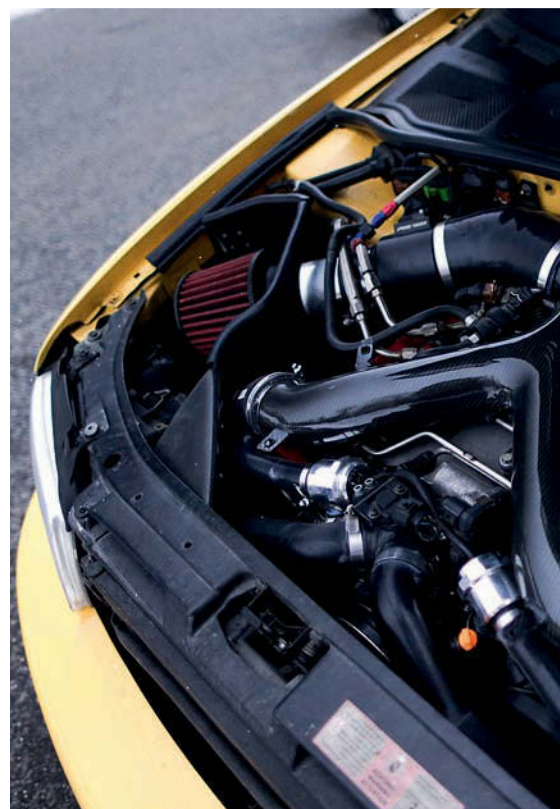
CHASSIS: Rotiform SJC Concave 10x19/11.5x19" (ET -4) in full chrome with Toyo Proxes 235/35 and 245/35 tyres, H&R track coilovers, H&R front sway bars, H&R rear sway bars, CPP control arms, CPP tie rods, 13.9" Stage 4 Porsche Cayenne six-piston BBK (352x32mm) up front, 12.1" Stage 2 cross-drilled

rotors (306x22mm) out back, yellow calipers, stainless brake lines, Hawk Racing pads, Motul Racing fluid

EXTERIOR: Full Imola yellow respray, OEM RS4 grille (painted), OEM RS4 European projectors, OEM RS6 ballast/igniters, OEM RS4 Euro fenders extended 1.5", OEM RS4 Euro front bumper, Euro RS4 skirts, Euro S4 rear (custom fab'd to fit wide-body), shaved door mouldings, shaved front plate, shaved washer caps, gloss black roof, gloss black mirrors, CF pillars, Eurogear vented CF hood, trunk and trunk handle

INTERIOR: Carbon Kevlar Beltline trim, hazard, shifter, ashtray, black Alcantara headliner, pillars, shift boot with yellow stitching, leather OEM RS4 knob, Alcantara handbrake boot, armrest, black Alcantara steering wheel with yellow stitching, RNS-E Audi navigation, AWE silver pedals, AWE boost gauge, HKS turbo timer, Status Hockenheim with black fiberglass back seats, Status five-point racing harness, Status mounting brackets, Status bases

SHOUT: Follow me at @em0rtal and @DapperFAM on IG, big thanks to Elliott Roberts, Stan Chen (Toyo), Brian Henderson and Jason Whipple (Rotiform), Meguiars, Status, Ferdinand, Wheel Whores and all of my supporters – couldn't do it without you!





PVW: Why did you choose this car as a base for the project?

RL: I think B5s are timeless and wanted to build a wilder one than my last. I figured the saying 'third time's a charm' would work in my favour.

PVW: Tell us how you found the car and what condition it was in when you got it home?

RL: It was a diamond that needed polishing. I found the car in Miami, Florida. The previous owner was into racing so the car already had the 3.0-litre Eurospec-built motor with RS6 K04 hybrids, Stage 4 clutch, H&R coilovers and a Porsche BBK. It was running rich, needed a tune and some basic maintenance. The interior and exterior were in tragic shape: torn leather seats, worn steering wheel, tasteless cosmetic mods, etc. But I was up for the challenge. I knew with some love and attention this car could transform into something great.

PVW: Did you plan to modify it from the outset and, if so, did you intend to go quite so far with the build?

RL: I purchased the car with the intention of restoring the interior and doing the RS4 wide-body conversion from the beginning. No time was wasted, it went under the knife as soon as I got it home!

PVW: Which car, if any, inspired or motivated your build?

RL: At the time there was a B5 S4 from New York that had the RS4 wide-body sedan conversion. I saw it at H2O around 2009 and it stopped me in my tracks. It was a big deal because we were never offered the B5 RS4 model in the United States, in either saloon or estate formats. I loved the look and wanted to create an 'outlaw' RS4 as well. I knew it wasn't a project for the faint-hearted but I was willing to give it a shot.

PVW: What was the first thing you did to it?

RL: I re-did the whole interior. I went with Status seats/harnesses, OEM Euro navigation, custom carbon Kevlar trim, AWE pedals and boost gauge and Alcantara steering wheel, shift boot and knob, headliner, pillars, etc.

PVW: So how much of the work have you done yourself? Who else has helped out?

RL: I did the remaining work to the engine, interior, suspension and fitment. My friends helped me with the body/paintwork.

PVW: What engine mods have you done?

RL: Well it's a Eurospec 3.0-litre built motor with forged rods, cams, JE Pistons, titanium valves and retainers, K04 RS6 hybrid turbos, AWE Tuning fuelling kit, intercoolers and Twin 1 exhaust, Forge diverters, a custom REVO tune and X1 intake.

PVW: What colour is the car? Is it a factory shade? How much paint has it had?

RL: It's OEM Imola yellow and it was completely resprayed when I did the wide-body conversion.

PVW: Please talk us through the body mods as we know they're pretty extensive?

RL: Okay, the OEM RS4 fenders have been pulled/smoothed by one-inch, it has an OEM RS4 front bumper which has been shaved, it has Euro OEM projectors, an OEM RS4 grille, a

carbon fibre bonnet, a painted Euro trunk, some OEM RS4 side skirts, shaved door mouldings, and an Euro OEM S4 rear bumper which has been cut and extended to match the wide-body.

PVW: Talk us through your chassis mods. You said it's on coils but we're sure there's more to it than that?

RL: Yeah, it runs H&R track coilovers and sway bars. I've run H&R in my previous cars and wanted to continue with this brand. They are a solid brand with race history. I went through a couple sets of wheels including Work Meisters, Rotiform SJC's and then these Rotiform Concave TMBs. I wanted the most aggressive specs possible, so I went with 10x19 and 11.5x19.

PVW: The TMBs really do emphasise just how wide this thing is. So tell us, do you have shares in Rotiform as it seems like all your cars run them?

RL: No, the guys that own the company are friends of mine and I wanted to support their company but, to be fair, I've run many different wheel brands on my cars including Work, BBS, VIP Modular and Messer. Truth be told, I'm a bit of a wheel whore.

PVW: If you could go back and change any one part of the build, what would that be?

RL: I should have bought an Avant. The conversion would have been much easier and, to be honest, the look of them has grown on me substantially – not to mention all the storage room I'd have had!

PVW: What was the hardest part of the build?

RL: Getting the bodywork and rear bumper to come out right I guess. The rear needed to be cut in three pieces then extended to match the wide-body fenders. I wanted to retain the OEM body lines with the pull as well.

PVW: What is your favourite part of the car?

RL: Funny enough it's the wide-body conversion. It was such a long, excruciating process to get right but it takes the cake. It's definitely brought me the most pleasure when looking at the car.

PVW: What's your favourite memory of owning the car?

RL: Cruising down Coastal Highway during H2O (2010) right after its completion. It was a surreal feeling finally getting to enjoy my car and getting so much recognition for the build there.

PVW: Now since our shoot you've sold the car, right? What else have you owned since? I think we saw you had a fairly tasty Mk4 R32 and more recently a 964, too?

RL: Yes, the project came to a point where there wasn't much left to do so I wanted to start fresh with another platform. I sold it to pick up a 1990 Porsche 911, which is a work in progress currently. My MK4 R32 is my daily driver that I intended to keep simple as far as mods are concerned; however it never stays that way, does it?

PVW: Going back to this project. Would you do it all again if you had chance?

RL: Yes, it was essentially building my dream B5 S4, so by all means I would do it all over again.



PVW: What have been some of the best reactions you and the car's received since you completed it?

RL: It's been getting really nice compliments from all ages but more so from the older crowd. If someone three times my age shows some appreciation, that is the ultimate compliment. Rolling up to a meet or show and drawing a great deal of attention from spectators has always been a cool feeling. Its like all the hard work has paid off.

PVW: Are there any build threads specifically for your car?

RL: At the time I started this build, I remained pretty low-key about my plans. I went 'dark' on forums and wanted to hit everyone with a surprise attack at H2O. So there aren't any build threads for it I'm afraid.

PVW: Modified cars often get a bit of bad rap from the 'B-road blasting' type that read *Evo* magazine and get all moist at the thought of

surfing the PistonHeads forum; so tell us, what was the S4 like to drive in anger? How does it compare to cars you've previous owned or bought since?

RL: This B5 was by far the fastest, most aggressive build I've owned. It made my previous AWE Stage 3 B5 seem very tame/stock-like. The engine would roar, the exhaust shot flames and I was boosting 28lbs. This car was a monster.

PVW: So what do you have now got planned for the 911?

RL: The goal was to achieve aggressive fitment so Because Bags in California have helped me out with a custom air suspension setup utilising AccuAir E-Level. SpinFAB from New York has built me a set of flawless 16" to 18" conversion BBS RSs in a chrome finish with 24K bolts. I've installed a RUF exhaust and race intake as well. Plans of a colour change, shaved exterior and full interior are in the works. I don't want to give too much away though...

PVW: Do you think you'll ever be too old to modify your car?

RL: I grew up around cars, so it's in my blood. I'm far too immersed in this to ever give it up. I truly love cars and I'll take that love with me to the grave.

PVW: You run a car club, you photograph cars, modify cars... do you ever get sick of cars? Do you have any other hobbies?

RL: No, because it's more than just a hobby to me. I have a love for cars; my life revolves around them. I'm a bit of a foodie though, so when I'm not doing car-related things, I'm looking for a new food adventure to explore.

PVW: To those that don't understand car modifying, explain why people like yourself choose to do it?

RL: Styling a car is a reflection of myself. It showcases my style through the car. The goal is to create something unique and original, so it stands out from the herd ●

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We've all seen the brightly coloured silicone hoses used in show car engine bays or on big power race car motors, but other than brightening up your engine bay and tying in with your bodywork, what other advantages are there to running silicone hoses? Well, after speaking to one of the biggest names in the business, SamcoSport, we discovered that there's far more than meets the eye. In fact, Samco was keen to let the team at well-known VAG tuner, Revo (which it has been working closely with recently), talk us through the gains of using Samco's finest under your hood and also explain what is involved in developing a new kit. It used its latest Audi S1 intake, which has been designed to work in harmony with Revo software, as an example. Revo's Luke Tibble attempted to explain it to us in simpleton terms and thankfully did a mighty fine job... ●

DEM HOSE!

People often overlook the advantages of using aftermarket silicone hoses and very few appreciate just what goes in to developing them. SamcoSport has recently been working with Revo to create an upgrade for the new Audi S1 and we got an exclusive look at the R&D involved!





RESEARCH AND DEVELOPMENT

Starting by looking at the OE system we set about deciding where we could improve on the current design and it was apparent from the outset that the factory air box was more than enough for the flow of air the car required. The stock air box is about 15% larger than the air box on the Mk7 Golf GTI from which the S1 shares the same engine platform, so we decided to keep the air box and had one of our high flow 3 Stage foam panel filters designed to replace the restrictive OE paper element to allow the turbo to breathe easier.

The next section of the factory intake was the OE intake hose which feeds the clean air from the air box into the turbo. The stock hose is made out of plastic with multiple ridges in it to allow for flex of the intake system under load, however these ridges cause a lot of turbulence to the air, so we redesigned the hose to eradicate this, maintaining the precise OE fit whilst losing any turbulence issues.

Working alongside SamcoSport ensured the highest quality product, we opted to use high temperature aramid fabric to withstand the heat from the turbo and automotive grade silicone rubber to avoid fading or perishing over time.

The inner ridges made way for smooth inner walls, which after testing increased airflow and speed resulting in more power and flow. To avoid the common problem of hose collapse under negative pressure from the turbo, we incorporated an embedded wire helix to prevent this from ever happening.



New hose doesn't just look the part, by reducing restrictions on the inside it allows air to flow a lot faster and smoother through it



The new hose gets put through its paces on the test bench. The flow rate is calculated by measuring the pressure difference using a manometer across a set orifice. Clever stuff!



TESTING

Testing was carried out in various ways: dyno, flow and road. Flow testing involved setting up the stock system on a flow test bed; this ISO5011 performance test measures the restriction created by the air filter and any equipment used in the air intake at multiple air flow rates. The test uses a flow bench to draw air through the air intake at a given flow rate.

The flow rate is calculated by measuring the pressure difference using a manometer across a set orifice. A second manometer is used to measure the depression or vacuum created by the air intake. The lower the vacuum created by the air intake the better it has performed in the test. Each component of the system was measured, analysed and improved to enable us to maximise the performance of the intake.

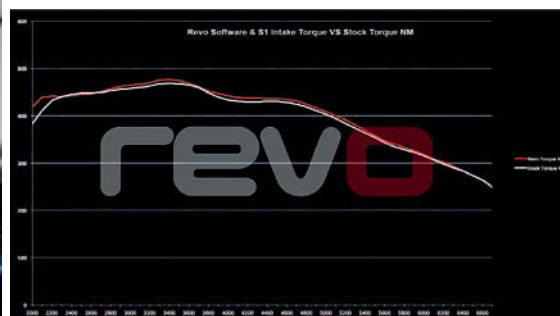
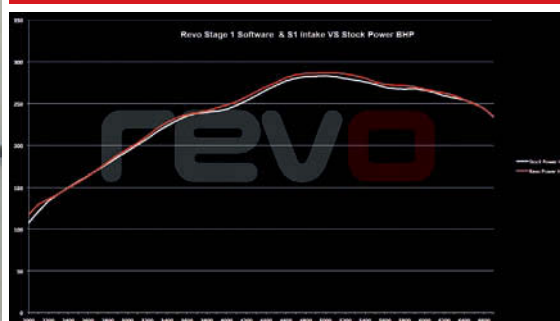


KEY BENEFITS

- Improved design
- New silicone Samco hose to mimic OE whilst eliminating turbulence
- Increased airflow and speed resulting in better power
- Optimum performance working in harmony with Revo software
- Consistent gains and reduction in restriction

RESULTS

The results were great, the Revo intake system complete with Samco hose compared to the full stock OE system showed a 19% reduction in restriction. Dyno testing was carried out on our Dynopak four-wheel drive dyno and on back-to-back dyno runs we saw consistent gains between 5-8whp and 8Nm of torque.





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Elliott Roberts

Dave Kennedy

Mark Riccioni

Mark Bass

Paul McGrath

Ryan Stewart

Jamie Orr

Rob Waite



Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: Everyone's liking the new look. Simple, clean, not so midlife crisis-esqe



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: Ell and Dave don't have much luck with Mk2s really. Such high hopes...



Dave Kennedy

PROJECT: PLUCKY 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: Nearly six months without a car now. Six bloody months. For f**k's sake



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

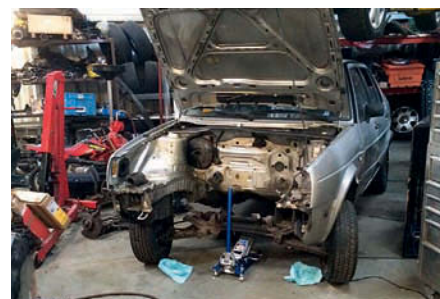
Comments: Do you want to read about Mark's new Scorpion exhaust system? Oh go on then



Mark Bass

PROJECT: ULTIMATE BASS 13_T5 2.0TDI
Started: March 08, 2013

Comments: New baby, new Tiguan, new job, no wonder Bass hasn't touched the T5 in ages



Paul McGrath

PROJECT: YEW TREE 86_Mk2 Jetta GT
Started: Sept 14, 2013

Comments: It's time to say bye to the Jetta. Paul's moved to the US, it had to go! Bye bye.



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: Ryan stops off-roading for enough time to buy the Golf all the new things



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: The Jetta limo made it to SoWo and back. Jamie wins. On to the next one build.



Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: Rob really wants to get his new ST coilovers on soon. Come on Rob... bored



VALVE RECORDINGS

Contributor Mark Riccioni reckons a fast Golf should sound like it means business. Step forward UK firm Scorpion Exhausts...

Call me old fashioned, but a petrol engine and a manual box is a winning combination in any fast car. I appreciate the technology and benefits associated with electric power and modern auto boxes, but nothing quite beats the feel of revving an engine hard and shifting gears at high speed.

The Mk7 R boasts both of those functions, but it's safe to say the standard exhaust system is seriously lacking in the noise department. Sure the sport button adds an extra rumble to it, but with 365bhp on tap it should at least sound as fast as it goes. Thankfully Scorpion Exhausts agree. Based in Ripley, Derbyshire, Scorpion has been in the exhaust game since 1992, heavily involved in a wide range of motorsports while producing aftermarket upgrades for an even wider range of road cars. Remember the big DTM-style exhaust boom of the '90s? That was thanks to Scorpion. It's still got the original jig tucked away in the factory!

There are many reasons to choose a Scorpion Exhaust, especially for the Mk7 R. First and foremost, all Scorpion exhausts are hand made in England. Second, Scorpion provides a lifetime guarantee on every system it produces – a testament to the quality of its

work, and peace of mind for car enthusiasts looking to upgrade the OEM setup.

As if that wasn't enough, Scorpion offers the most comprehensive range of upgrades for the Mk7 R of any manufacturer. The Scorpion team understand that cars like the Golf R attract a wide range of owners and, as such, the exhaust tuning package should reflect that. We're not talking about a few different tailpipe options here, either. Scorpion's offerings cover all bases.

Its 3" turbo downpipe is available with a sports cat or completely de-catted. The 3" cat-back exhaust can be specified with or without a resonated centre silencer and, new for 2015, a 'Red Power Valve' function which works alongside the OEM Sport function to make the exhaust quieter or louder at the push of a button – all the while remaining totally interchangeable with the OEM exhaust fittings. Oh, and there's a range of tailpipes and finishes available, too.

I've always looked at the Golf R as a bit too reserved and grown-up for my liking, so choosing the right system from Scorpion was pretty simple – full noise, full power and no messing (otherwise known as a de-cat downpipe and 3" non-resonated cat-back complete with

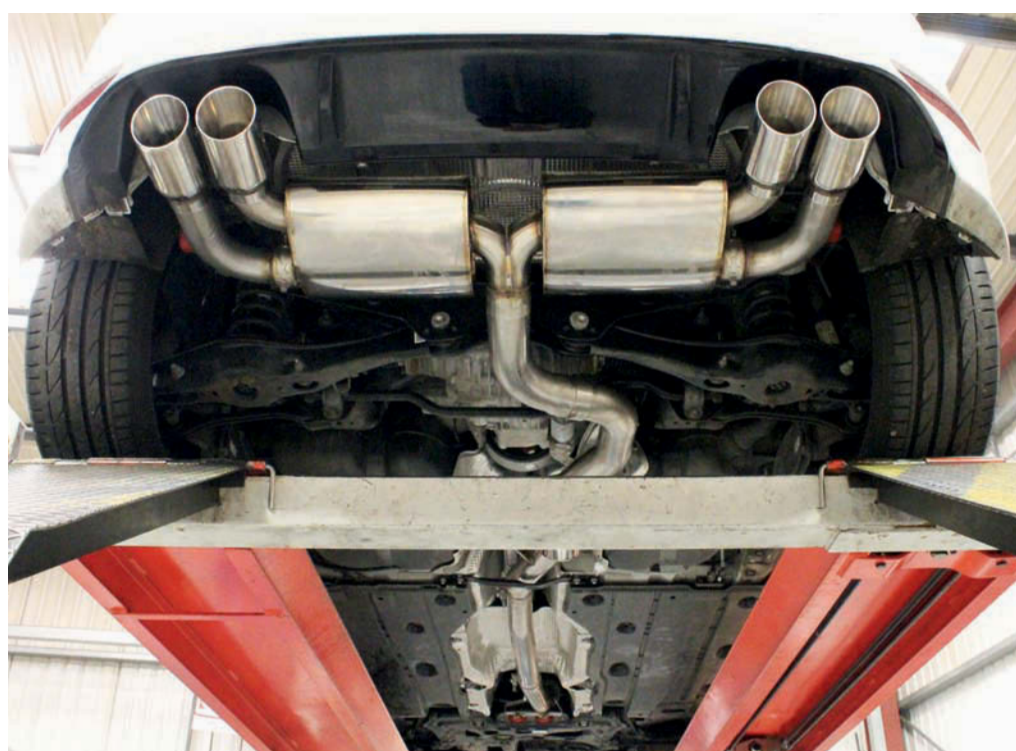
Red Power Valves).

You might think a 3", non-resonated system would be too loud for road use but here's where it gets really good. Scorpion's latest technology – the Red Power Valve – means that the OEM 'Sport' button remains fully functional. With the valves closed, the exhaust produces a sporty, throaty exhaust tone ideal for everyday driving. With the valves open, the Golf R sounds and feels like an absolute monster! It roars all the way to the limiter now, rather than dropping off at 5500-6000rpm while stock. Like a Lambrini-fuelled hen party in Blackpool, it's a bit of an animal when you give it a poke.

It's noticeably faster, too. Scorpion quotes a combined 26bhp gain from the de-catted 'race' downpipe and 3" cat-back exhaust. The free-flowing system allows the engine to pull hard all the way to the limiter now, rather than dropping off at 5500-6000rpm while stock. Like a Lambrini-fuelled hen party in Blackpool, it's a bit of an animal when you give it a poke.

One thing worth factoring in (if opting for the de-catted downpipe) is that the 'check engine' light will need clearing. Don't worry the light has no negative effect on the performance whatsoever. The other option? Go for scorpion's sports-cat system or utilise the OEM downpipe with the cat-back instead. They've got you covered whichever route you take **MR**

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Prices:

Scorpion 3" de-cat 'Race' turbo downpipe (SWC044) – £325

Scorpion Red Power Valve non-resonated 'No Centre' 3" system complete with 4x90mm polished Daytona tailpipes (SWWS045D) – £1700

Contact:

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RED POWER VALVE

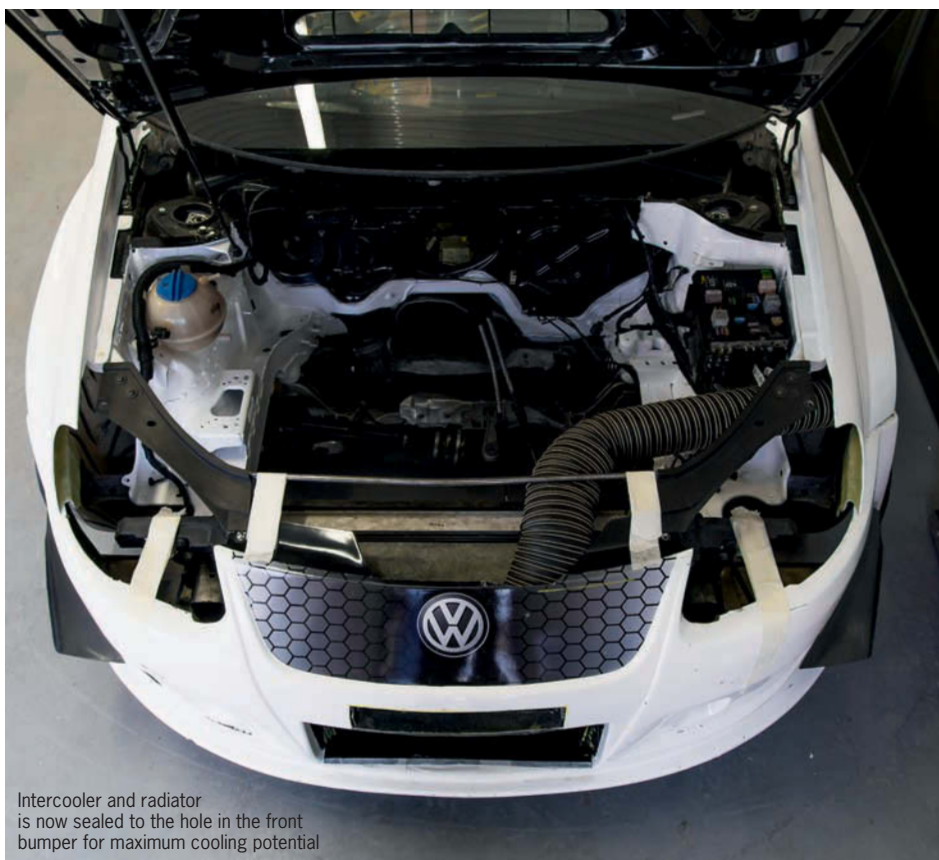
The Scorpion 'Red Power Valve' is the perfect example of OEM and aftermarket working in perfect harmony together. This latest technology allows the OEM 'Sport' button to remain functional, reducing exhaust noise when running in 'normal' mode and adding a beefy roar when selected.

The question is, do you go for a quieter system and make it louder or a louder system and make it sound savage? Needless to say I opted for the latter, and I love it!

CHOOSE YOUR PERFECT SYSTEM

Scorpion's Mk7 R system is the most comprehensive on the market. Each cat-back exhaust will work alongside the standard downpipe or with Scorpion's sports-cat and de-catted solutions. What's more, you can even run a Scorpion downpipe with the OEM exhaust for those wanting increased power and throttle response without adding too much noise. To see the full range of options and spec up your perfect system, visit the following link: www.scorpion-exhausts.com





Intercooler and radiator is now sealed to the hole in the front bumper for maximum cooling potential



CONTROL **KEY**

Ryan spent the month sorting out a whole bunch of things that you won't even see once the car is back together. This is really getting serious now...

If tyre adverts from the Nineties is to be believed, 'power is nothing without control' and with 580bhp on tap over the last year, I've certainly not been short of power. With almost treble the standard engine output, much bigger brakes, sticky tyres and trick suspension, the forces at play were bound to overcome some of the factory parts. Taking the focus away from the engine, it's these areas that I've concentrated on recently.

Luckily the Mk5 Golf is a hugely popular track and race platform, with plenty of people developing the chassis worldwide. With a little digging and some friendly email banter I've been able to find a wealth of knowledge in both Europe and the US. There's nothing better than finding someone on the other side of the world who has experienced the same challenges you are facing with your build. God bless the internet. A big shortfall in the Mk5 front sub-frame design means it is able to 'wander' under hard braking and acceleration. The bolts holding it to the body do not provide a positive locating shoulder and allow it to wriggle around under the car on track. Over

time it elongates the aluminium subframe mounting holes, wreaking havoc with your carefully set suspension geometry. The subframe movement can sometimes be felt in extreme cases on road cars as a 'clunk' when initially pulling away. It's so common that VW brought out a technical service bulletin and a lacklustre friction shim to try and fix the problem... which it didn't.

Through my virtual travels I stumbled upon New York-based company TyrolSport who recognised the problem and engineered a clever remedy. It's wonderfully simple, as all good solutions should be, adding minimal weight and little complication to the system. Machined from 954 bronze alloy, TyrolSport's collars are corrosion resistant and use specially designed ARP fasteners which exceed the OEM tensile strength but mimic the OEM bolts in sheer. This is important for collision safety and is a pretty rare consideration for the aftermarket.

Along with TyrolSport's front and rear sub-frame location kits I've fitted its Solid Shifter Bracket Bushings (SSBB). Like the subframe kits, the SSBB positively locates the shifter

cable bracket to the gearbox and goes some way to eliminate the soft shift action all Mk5s seem to have. Frustrated with feeling like I'm forcing a banana through concrete every time I shift gear there's been some considerable focus on improving the shift action. Joining Tyrol's SSBB in the gearbox department is a raft of goodies from CCS racing and CAE.

If you trace a line through from the gear lever to the gear selector forks, you'll find a huge opportunity for slack in the system. All of this had to go, and it's developed into an unhealthy vendetta against gear action limpness. Starting at the gear lever itself, the stock shifter tower has found a path directly to the bin, replaced with CAE's magnificent Ultra Shifter. Gone is the standard nylon ball and socket, replaced with CAE's precision rose-jointed masterpiece. The CAE kit comes with specially weighted shift linkages plus machined cable ends for zero play in the shift operation. With all this precision outside the gearbox, it made little sense to mate it to a stock selector on the inside... but with so much opportunity to fiddle and make things

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CAE shifter is a work of art. Remember, there's no money in working in PR kids...



TYROLSPORT

Tyrol is a region between southern Austria and northern Italy famous for its alpine beauty and incredible driving roads. A little further afield, in New York, the TyrolSport team bring European passion and engineering flair to the US aftermarket. All TyrolSport's ideas and concepts originate from data gathered at the track to make cars faster, tighter and more fun.



worse it made sense to seek help.

Reaching out again, I found advice nearer home this time. CCS Racing run a highly successful team of KTM X-Bow racers in Europe and I'd already been in contact with the team, having supplied them parts in the past as they use the same 2.0TFSi motor and six-speed 'box as my car. Likewise, CCS also uses Wavetrac differentials and Autotech High Pressure Fuel Pumps in their KTM race programme.

As luck would have it, the CCS drivers also experienced flaws in the standard O2Q gearshift. CCS found that while enthusiastically shifting the gears can be forced away from one another, meaning shifts are difficult and imprecise. In extreme cases this can lead to damage to the gears themselves, especially the vulnerable fourth gear in high-torque applications. To support the gear shaft and prevent stripping of fourth gear, CCS has created a clever device which sits in the side of the gearbox, eliminating risk of damage and making gear changes slicker. To further bolster the selection process CCS produce bronze boots to replace the

standard nylon selection fork ends. To say I'm excited to try the setup in anger is an understatement; it's going to be like being directly connected to the selector forks!

The final exciting package to turn up this month was a pedalbox conversion from CompBrake. Happy with the stock pedal position in the car I wanted to convert the OE pedals for use with a balance bar and twin AP master cylinders. And that's precisely what this kit does. Having removed both the ABS and servo assistance from the MK5 Golf, this is the first piece of the puzzle for the new brake setup for the car.

Elsewhere I've stitch welded the engine bay and painted it white to match the exterior. I've also begun to build the new cooling package for the front of the car that seals the Forge Motorsport Race intercooler and radiator to the front bumper aperture. All the unnecessary wiring from the engine bay is gone, too, leaving a clean space for the revised powerplant. This month there's been a lot of time spent on little things under the skin that no one will ever see, but that feels pretty satisfying in a geeky kind of way! **RS**



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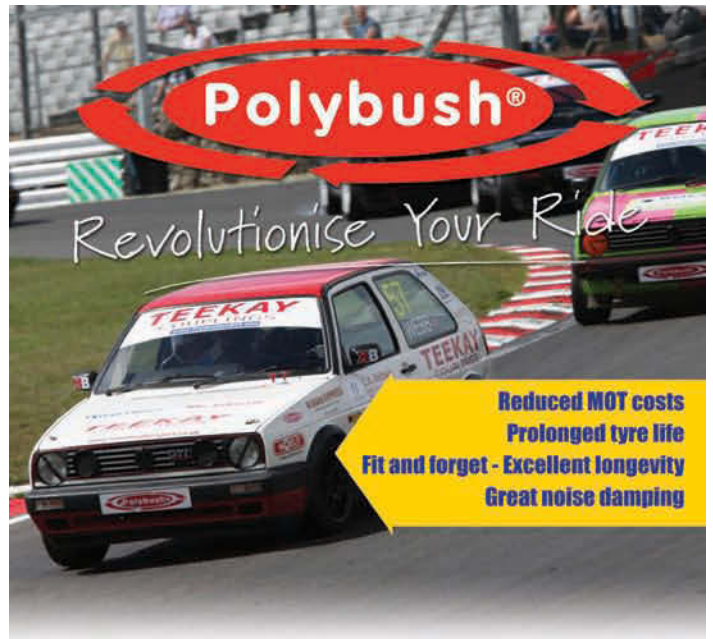
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14th
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Westpoint
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14th
VAG NATION
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19-21st
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Westmorland Showground
Cumbria
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20-21st
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Saint Quentin
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21st
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Santa Pod Raceway
Wellingborough
Northants
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BUG RUN WET
Strängnäs, Sweden
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27th
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Mohnton
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10-12th
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11-12th
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11-12th
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19th
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VOLKSFEST
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Canada
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9th
AUDIS IN THE PARK
Billing Aquadrome
Northampton
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14-16th
VW FESTIVAL
Harewood House, Leeds
www.vwfestival.co.uk

15th
VW GROUP TRACK DAY
Castle Combe race circuit
Wiltshire
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15-16th
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16th
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21-23rd
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Northants
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23rd
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30th
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6th
VAG DATE 3
Rethel
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11-13th
TOTALLY V.A.G SHOW
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13th
LOWCOLLECTIVE
Stonham Aspal
Suffolk
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19-20th
VWDRRC ROUND 7
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26th
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OCTOBER

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17th
AUDI DRIVER INTERNATIONAL
Castle Combe Circuit, Wiltshire
www.audidriverinternational.co.uk

17-18th
NOLA SPEED & STYLE
New Orleans, USA
www.nola-speedandstyle.com

24th
DUBRUN TO THE POCONOS
Tannersville
Pennsylvania
USA
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NOVEMBER

1st
ULTIMATE STANCE
Telford International Centre
www.dubsshow.co.uk

28 November-6 December
ESSEN MOTRSHOW
Messe Essen, Germany
www.essen-motorshow.de

TALK THE TALK 154



These views are not necessarily shared by the magazine

RÉMI GÉRARD LAFLAMME

The boss at Quebec-based VW legend, Unix Performance, Remi and his team of merry men have built a handful of world class show cars already over the last few years and show no signs of slowing down just yet!

Favourite issue of PVW?

I like many issues but if I have to choose one I will go with the April 2014 issue because it was the first time I made the cover with one of my personal cars.

Favourite PVW feature car?

Once again I love a lot of cars that have been featured in PVW. I have a soft spot for cars with a chromed engine and that demonstrate attention-to-detail, so Oliver Verheij's white Mk1 Jetta, Russ Thomas' red Mk2 Jetta, Mike McCoy's black Mk2 Jetta coupé and Helmut Landherr's baby blue Mk1 with chromed Lancia wheels and a fully chromed Oettinger engine are on the top of my list.

Worst modded VW you've ever seen?

Everything fake rat style; I just don't understand how you can love that. Okay, if you want to be looked at and get some attention it's perfect but how can you say you love cars when you molest them to look dirtier than they are?

Favourite car you've been involved with?

I will have to go with my good friend Pierre Alexandre Vallée's black Mk2 VRT which was on the cover of the June 2012 issue of PVW. Not only was it the first PVW cover for Unix Performance, it was also the first time we met Sam and Anna from MoreThanMore who shoot for PVW. I love Pierre's car like it was my own. Stay tuned for its new look in 2015...

What are your views on the current VW scene?

Everyone is going for bags, wheels and a wrap. And sure, it's the easy way to make your stock car look cool but can you really call it a real build? It makes me laugh when you hear a kid say 'nice build bro' to a guy who has just bolted on wheels and slammed their cars.

How long have you been involved in the scene?

It's been over 15 years now; wow! But I'm still a kid at heart.

If you didn't drive a VAG what would it be?

Nothing but European cars, probably a Bimmer or a Benz.

Favourite VAG model of all time?

The Mk2 because the bodies are stiffer than Mk1s, it's easier to swap engines in them, it's easier to convert them to 4x4, and I can rebuild one with my eyes closed.

What trends do you think will emerge in the scene over the next few years?

I hope the overfenders and big spoiler thing will stop. It reminds me of the early Noughties when all Hondas were body kitted. I hope the quality builds return and instant web fame ends.

Favourite show/meet?

Eurokracy is the best in Canada and H20 is the best in the USA. I hope both continue for years.

Favourite alcoholic tipples?

Jack and cola; simple and effective.

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YEAR: 2000

ISSUE: AUGUST

FEATURE: ELLIOTT ROBERTS' MK1 GOLF

FEATURE WRITTEN BY: ELLIOTT ROBERTS

PHOTOS TAKEN BY: MAX EAREY

Welcome to *PVW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the

water-cooled VW scene. You see, *PVW's* been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out

there who won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



Now, before we get started on this month's *Reloaded*, let's get one thing out there. If you know the car featured here than we know exactly what you're thinking: that's Elliott's old car. As in, Elliott who's the editor of the mag, the same Elliott who wrote this feature some 15 years ago. So... what gives? Well, first of all, it isn't Elliott who writes these *Reloaded* pages so we won't have to sit through a few hundred words of him loving himself. But most importantly, we reckon the car, or Project Buzz Box to give it its official name, was a pretty standout car in its own right at the start of the millennium. Funnily enough, it also marked the beginning of the end of Elliott's relationship with Mk1 Golfs, but we'll save that till later...

Buzz Box started out as a simple X-plate Mk1, a solid and straight shell so Eli thought at the time. As it turned out though, the shell, along with the more-than-questionable aftermarket sunroof had more holes in it than a, well, a thing with lots of holes in. We'll never forget the day an entire Mk1 roof skin was delivered to the *PVW* office and dumped near the reception desk... we think the health and safety people would have a breakdown if we tried that today!

Elliott wanted to build a Mk1 that would encapsulate the ethos of *Performance VW* magazine and something that could show a clean pair of tailpipes, or in this case, bike can, to the more modern VAG machinery out at the time. And he wanted it all in a Mk1 that mixed the Euro look and motorsport-chic in equal measures. Did

he pull it off? Well, we like to think so.

Firstly, thanks to a nicely built 1.8-litre 16v on ITBs up front, it was a loud and raw little thing to drive. The full cage, buckets, harnesses and stripped interior inside didn't help matters, and the fuel cell and helmet hammock made every trip to Tesco an adventure. Wrap the whole lot up with a set of Schmidt TH-Lines, a TVR-inspired Milltek motorbike can exiting out the centre of the bumper, a full-on shopping list of decals down the side and a sun-strip that covered half the screen and it was Elliott's way of sticking two fingers up at the people in the Unity Media office who were claiming *PVW* was going a bit soft at the time. We even roped a model in on the photoshoot too, who must have loved posing in a quarry for the day... ah, such glamour.

+ POINTS

The engine, the noise, the chassis setup, the 'you want some?' looks

- POINTS

The fact it didn't last all that long once finished, the poor thing

WHERE ARE THEY NOW?

Without going in to too many details, Project Buzz Box came to an abrupt end on the way to work one day with Elliott 'Roberts Racing' behind the wheel. Luckily, the wonderful engine was salvageable and was put in to his next Mk1, affectionately known as 'The Rat'. And what happened to The Rat? It came to an abrupt end

on the way to work one day with Elliott 'Roberts Racing' behind the wheel, some 20 yards from his own front door. It's worth noting that Elliott isn't allowed to have Mk1 Golfs anymore. What does he have to say about the demise of Buzz Box? "If it wasn't covered in so many stickers I probably wouldn't have gotten so many points..."

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

JULY 2015

Last year Gregory 'Swoops' Scigliano took the cover with his awesome Mk4 24v, Danny Siemes showed us around his Mk3 G60 and Shane Schinkel let us snoop around his awesome ABA-turbo'd Mk1 Jetta. Later on, Jason Debono brought his Newer Beetle up to our studio, Eurowise showed off its Mk1 Cabriolet VR6 and we checked out a 673bhp Subaru-powered drag racing Bug.



5 YEARS AGO

JULY 2010

Back in 2010 it was the turn of Type 3 Detectives to be our cover stars with its insanely awesome Type 3/Mk3 Golf hybrid. Inside the mag, we revisited Dave Paster and his Corrado VRT, checked out Jake Welsh's Mk4 GTI and Phil Spencer showed us around his sweet little Mk2 Polo saloon. To wrap things up we bagged seven Mk5s and checked out a V8-powered Beetle race car.



10 YEARS AGO

JULY 2005

Lee Cowlshaw took the cover slot this time ten years ago with what we reckoned at the time was the finest UK Corrado ever built... and it would still hold its own today. Dale Finn showed us his stunning S3-powered Rallye, we checked out Damian Smart's timeless Mk2 and Impact Bodyshop's Mk5 GTI. Finally, we headed to Wörthersee and a very wet GTI International.



15 YEARS AGO

JULY 2000

Fifteen years ago we got all excited about Awesome's four-wheel drive Mk2 1.8T on the cover and then, with that in the bag, got even more excited about Jeroen Dik's 320bhp 16v G60 Corrado. Later on, we checked out Darren Bates' Mk1 Caddy, a National Hot Rod Audi TT and ABT's V8-powered 450bhp TT DTM 2000 racer before hitting GTI International for another year to see what was what.



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Z4	2002 - 2008	Mazda		Evolution	1992 - 2015	Golf	1974 - 2015
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		5	2005 - 2010	Galant	1988 - 2003	Pasat	1998 - 2015
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SHAKE AND BAKE

Now in his fifth year of ownership with his trusty Mk2 racer, and about to start his eighth competitive season of motorsport, has our resident wheelman Cowland decided to start taking things a little more seriously yet? Has he spent thousands of pounds and hundreds of hours honing himself and his machine into race-winning trim? Spoiler alert... no! But that didn't stop him having a blast at the season opener at Snetterton.

Words: Paul Cowland Photos: Karl Bowdrey



You know how it is... or at least you can imagine; you finish your race season in your hardy little Production GTI racer, which has been faultless all year, you pat it appreciatively on the bonnet before tucking it away in the garage, swearing to it – and yourself – that over the winter you'll go mad with a hot new engine, a new gearbox... perhaps a few chassis tweaks to eke out a few tenths here and there. Then, before you know it, the off-season has passed, the first race is upon you, and your 'to-do' list is truncated into something that looks more like 'check nothing has fallen off, then wash it'. Yeah that's what really happened.

Thankfully, taking care of the first part of that list were my good friends at Carnetix in Melton Mowbray, who have been good enough to keep the old girl – and her 210k+ plus engine and box – ticking along merrily for the last five years of race abuse in my hands. In typical VW fashion – and unlike my learned colleague DK's car – everything was spot on (if a bit whiney, from the gearbox's point of view) so we threw a bit of Autoglym at it and loaded it up on the trailer ready for Snetterton.

The PGTI championship has always enjoyed

great grids, thanks to the insistence of organiser Rob Sadler in keeping the emphasis on affordable fun and camaraderie, rather than promoting the antics of chequebook champions. This year, however, things would be even busier thanks to the 'other' Mk2 GTI championship coming to an end, and these 'refugees' being made welcome into the PGTI camp. The crazy thing is, over the year we have all raced against each other in one of these championships or the other anyway, so it was a welcome sight to see both paddocks finally united under one banner.

Snetterton is a circuit that favours the powerful, being made up of two of the longest straights in British motorsport, so my poor little stock 8v was never going to cut much mustard against the more powerful 'valvers' – or indeed, the other, more sorted 8v cars with their heads, cams and sexy, hand-built motors. That said, it's also a track with a couple of 'hero corners' in it, and thanks to my Bilstein-equipped ride being a planted little thing, my old Golf can punch back a tad in the turns.

Despite some crazy-looking clouds, the weather played along all day, and it was nice to see the inaugural running of the all-new Mk5 championship cars coming out to play, too.





It was great to finally see both UK Mk2 series united into the Production GTI Championship for 2015. Single model Mk5 Championship should see similar sized grids for 2016...



Rightly heralded as the future of affordable VW club racing, it's mad that you can now put one of these on the grid for just about the same money as a well-sorted Mk2 16v. When you start to factor in the extra ponies and grip available, you can see how this championship could start to grow very quickly. With plenty of cars in build during 2015, this will be into double figure grids before you know it!

As for me, I had a decent enough day, qualifying fourth in the 8v class, before going on to finish fifth and then fourth in the races. But never mind that, I was able to have a couple of epic scraps along the way – and when you've managed to overtake two cars around the outside of Corum bend and make it stick, then it doesn't really matter where you finished! It was a good day at the office, either way!

After a good day's kicking, my trusty Golf was starting to breathe a little heavily, however. I could almost play a tune on the gearbox bearings, and it wasn't a particularly nice one. With the next round at Donington just around the corner, would I be able to get anything done to make it better? Based on past form, I think you already know the answer to that one, don't you? ●

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